

AL 11-002-0696

Congress of the United States
Washington, DC 20515

December 8, 2011

The Honorable Lisa Jackson
Administrator
U.S. Environmental Protection Agency
1200 Pennsylvania Avenue, NW
Washington, DC 20460

Dear Administrator Jackson:

We write to invite you to attend the 2012 North American International Auto Show (NAIAS) in Detroit during the week of January 9, 2012. The best days for a visit are the media preview days on January 9 and 10.

As you know, each year, Detroit shines as it hosts NAIAS. This is where the global automotive community comes together to witness the latest in technology and automotive business. Over the years, Presidents, Vice Presidents, Cabinet Secretaries, as well as Members of Congress from around the country, have attended to see not only the vehicles that will be on the road in the next couple of years but also the concept vehicles that indicate the future direction of the auto industry. Indeed, the Chevy Volt was premiered as a concept car at NAIAS in 2007. It is the industry's most substantive annual event and in addition to some of the automotive world's most eagerly anticipated new vehicle premieres, attendees at the opening days also gain unprecedented access to more of the industry's top leaders and thinkers than anywhere else in the hemisphere.

Because of the innovation shown at NAIAS in 2011, more than 5000 journalists from 55 countries attended in an effort to gain insight into the latest and greatest technological advancements of the industry and its supply chain. More than 735,000 visitors passed through the doors during public days. This show is uniquely positioned to be four shows in one- a media preview, an industry preview, a charity preview and a public show with a 9 day run.

The upcoming NAIAS will showcase American automakers' return to profitability and their successful development and marketing of fuel-efficient vehicles with advanced technologies. These vehicles will be on display at the show, and symposia with original equipment manufacturers and suppliers will offer participants greater insight into the technological and strategic underpinnings of the domestic auto industry's resurgence.

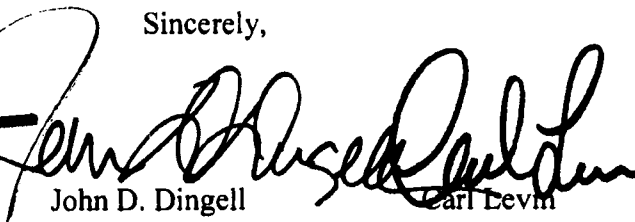
It is our strong hope that you will attend NAIAS. Because the federal government played a significant role in all three U.S. automakers' return to profitability, I believe you will find great satisfaction in attending the show. Similarly, NAIAS offers you the opportunity to experience first-hand how sincerely domestic manufacturers value the taxpayers' investment and the concrete steps they have taken to repay that trust.

Thank you for your kind consideration of this request. Should you have any questions, please feel free to contact one of us directly or have your staff contact Katie Murtha in Representative John Dingell's office at 202-225-4071.

Sincerely,



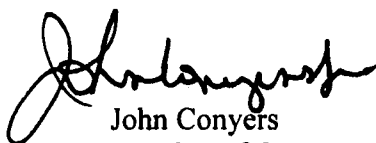
Debbie Stabenow
U.S. Senator



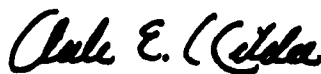
John D. Dingell
Member of Congress



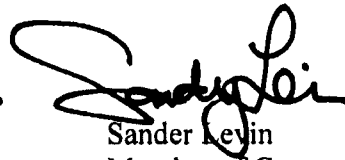
Carl Levin
U.S. Senator



John Conyers
Member of Congress



Dale Kildee
Member of Congress



Sander Levin
Member of Congress



Gary Peters
Member of Congress



Hansen Clarke
Member of Congress

AL 12-001-9199

Congress of the United States
Washington, DC 20515

November 17, 2012

The Honorable Lisa Jackson
Administrator
U.S. Environmental Protection Administration
1200 Pennsylvania Avenue, NW
Washington, DC 20460

Re: Detroit Brownfield Redevelopment Authority's Application
for a Revolving Loan Fund Grant


Dear Administrator Jackson,

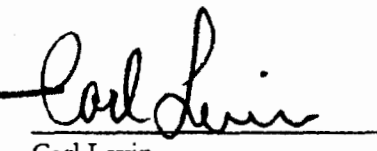
We write to express our support for the Detroit Brownfield Redevelopment Authority's (DBRA) application for EPA grant funding to capitalize a Revolving Loan Fund (RLF) to help meet brownfield remediation and redevelopment needs in the City of Detroit.

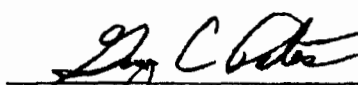
The redevelopment of brownfield sites is integral to economic recovery in the City of Detroit. The remediation of contaminated sites is challenging for developers, however, and there is substantial need for financing assistance to help meet the unique costs of redeveloping these sites. We understand that there is a pipeline of important brownfield redevelopment projects that could move forward, with this financing assistance, to create jobs, generate new investment in Detroit, and improve public health and the environment.


The creation of a Revolving Loan Fund administered by the DBRA will be a key step in helping developers clean up and transform brownfield sites into new productive uses. This effort to spur redevelopment and reinvestment in Detroit is of the utmost urgency, and the DBRA's application has our strong support.

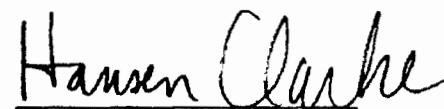
Sincerely,


Debbie Stabenow
United States Senator


Carl Levin
United States Senator


Gary C. Peters
Member of Congress


John Conyers Jr.
Member of Congress


Hansen Clarke
Member of Congress



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
WASHINGTON, D.C. 20460

DEC - 7 2012

OFFICE OF
SOLID WASTE AND
EMERGENCY RESPONSE

The Honorable Gary Peters
U.S. House of Representatives
Washington, D.C. 20515

Dear Congressman Peters:

Thank you for your letter of November 17, 2012, supporting the Brownfields Grant Proposal from the Detroit Brownfield Redevelopment Authority in Michigan. I appreciate your interest in the Brownfields Program and your support of the proposal.

As you know, the Small Business Liability Relief and Brownfields Revitalization Act assists states and communities throughout the country in their efforts to revitalize and reclaim brownfields sites. This program is an excellent example of the success that is possible when people of all points of view work together to improve the environment and their communities.

Last year's application process was highly competitive, with the EPA evaluating more than 600 grant proposals. From these proposals, the EPA announced the selection of approximately 200 grants.

The EPA's selection criteria for grant proposals are available in the *Proposal Guidelines for Brownfields Assessment, Revolving Loan Fund, and Cleanup Grants (September 2012)*, posted on our brownfields website at www.epa.gov/brownfields. Each proposal will be carefully reviewed and evaluated by a selection panel that applies these objective criteria in this highly competitive program. Be assured that the grant proposal submitted by the Detroit Brownfield Redevelopment Authority will be given every consideration.

Again, thank you for your letter. If you have further questions, please contact me or your staff may call Raquel Snyder, in EPA's Office of Congressional and Intergovernmental Relations, at (202) 564-9586.

Sincerely,

A handwritten signature in black ink that reads "Mathy Stanislaus". The signature is written in a cursive, flowing style.

Mathy Stanislaus
Assistant Administrator



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
WASHINGTON, D.C. 20460

FEB - 6 2012

OFFICE OF
AIR AND RADIATION

The Honorable Gary Peters
U.S. House of Representatives
Washington, D.C. 20515

Dear Congressman Peters:

Thank you for your November 17, 2011, letter co-signed by 32 of your colleagues, to Administrator Lisa P. Jackson concerning registration of gasoline containing 15 volume percent ethanol (E15). You urge the U.S. Environmental Protection Agency to delay registration of E15 until further testing is done on the impact of E15 on vehicles and misfueling concerns are further addressed. The Administrator asked me to respond to your letter on her behalf.

The Clean Air Act section 211(b) requires every manufacturer of a fuel (or fuel additive) designated by the EPA to register the fuel with the EPA before introducing it into commerce. That section and the regulations implementing it spell out the requirements for registering fuels, and those requirements entail submission of information about the manufacturer, the fuel, and the fuel's emission products and potential health and environmental impacts. Section 211(b) also directs the EPA to register the fuel when those requirements have been fulfilled ("[u]pon compliance with the provision of this subsection, . . . the Administrator shall register such fuel or fuel additive."). To the extent the required information or other data indicate the fuel may harm public health or the environment, the EPA may take action to regulate the fuel under section 211(c) of the Act.

The EPA has designated gasoline and diesel fuel (and fuel additives) for registration under section 211(b). Gasoline includes gasoline-ethanol blends such as E10 and E15. In its regulations, the EPA has specified the manufacturer, fuel, emission products and impacts information that must be submitted to register the fuel. A manufacturer seeking to register a fuel submits an application with the specified information, and the EPA approves the application if it determines that the application is complete and satisfies all the requirements of the registration regulations.

The reasons you give in your letter for delaying the registration of E15 do not relate to registering a fuel in accordance with the Clean Air Act, but instead relate to EPA's decision to grant partial waivers allowing E15 to be introduced into commerce for use in model year (MY) 2001 and newer light-duty motor vehicles (i.e., cars and all but the heaviest vans, SUVs and pick-up trucks). A waiver may be granted under the Clean Air Act if a demonstration is made that the new fuel (or fuel additive) will not cause or contribute to the failure of vehicles or engines to meet applicable emission standards over their useful lives.

Based on the extensive test data available and EPA's engineering analysis, and after careful consideration of numerous public comments, the Agency concluded that E15 meets the statutory criterion for a waiver with respect to MY 2001 and newer light-duty motor vehicles. In reaching its conclusion, the EPA considered the issues you raise in your letter to the extent they are relevant to the statutory criterion for making waiver determinations. Vehicle and engine manufacturer warranties, for example, are not determinative of whether a fuel meets the statutory criterion for a waiver. Of central relevance are results of test programs that are well designed to determine the impact of E15 on vehicle and engine emissions. The EPA carefully considered all available test data and ongoing test programs, including those of the Coordinating Research Council (CRC). While CRC programs have yielded much useful information, the particular test program you mention has several design flaws, including no testing on baseline fuel or E15, and use of an "aggressive" form of ethanol not allowed under existing fuel regulations. Those design flaws prevent the test results from answering the specific questions relevant to waiver determinations.

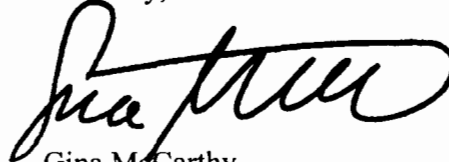
In your letter you express particular concern about the potential impacts of E15 on marine engines. Based on our engineering assessment that marine and other nonroad engines, vehicles and equipment (nonroad products) are generally equipped with less sophisticated emission controls that may not accommodate E15, the EPA denied the waiver for all of those nonroad products, as well as for all motorcycles and heavy-duty gasoline-fueled engines and vehicles. EPA's assessment was confirmed for marine engines by the recent report you cite from the National Renewable Energy Laboratory.

You recognize in your letter that the EPA denied the waiver for marine engines and the other types of vehicles and engines listed above. You express concern, however, that E15 may crowd out other fuels in the marketplace, which might make misfueling unavoidable. The E15 waivers include conditions that require E15 producers to implement misfueling mitigation measures, and a final rule that the EPA issued in June requires that E15 producers and marketers take several specific steps, including fuel pump labeling, to help minimize the potential for misfueling. We based the misfueling mitigation requirements on similar requirements that proved successful in transitioning the marketplace to ultra-low sulfur diesel fuel.

As we stated in the final misfueling mitigation rule and in congressional testimony, we are committed to working with stakeholders to monitor the entry of E15 into the marketplace and the effectiveness of the misfueling mitigation program so that we may address any issues that arise on a timely basis.

Again, thank you for your letter. If you have further questions, please contact me or your staff may call Diann Frantz in EPA's Office of Congressional and Intergovernmental Relations at (202) 564-3668.

Sincerely,

A handwritten signature in black ink, appearing to read "Gina McCarthy", written over a horizontal line.

Gina McCarthy
Assistant Administrator

AL 13-000-1425

Congress of the United States

Washington, DC 20510

January 23, 2013

The Honorable Lisa Jackson
Administrator
U.S. Environmental Protection Administration
1200 Pennsylvania Avenue, NW
Washington, DC 20460

Dear Administrator Jackson,

We write to express our support for the Detroit Brownfield Redevelopment Authority's (DBRA) application for an Area Wide Planning Grant to redevelop brownfield sites around Detroit's historic Eastern Market.

Eastern Market is an open air, fresh food market that attracts some 40,000 people every weekend. It is one of Detroit's greatest assets and the hub of the region's fresh food economy, housing a growing cluster of approximately 80 food-related businesses. Unfortunately, there are several brownfield sites with abandoned structures that pose safety risks and hold back broader redevelopment.

This grant will allow the DBRA and the Eastern Market Corporation to use Eastern Market as a starting point for revitalizing the district, creating new opportunities and improved conditions for existing residents while attracting new investment and development.

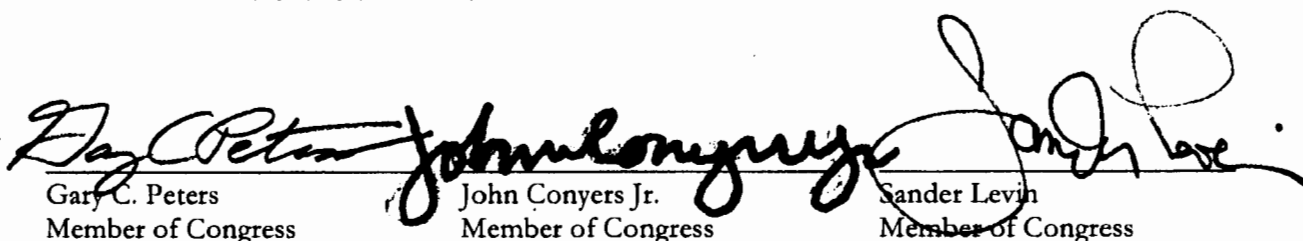
The continued enhancement of Eastern Market will provide greater opportunities for area-wide redevelopment and community improvement in Detroit. As you know, the need to transform blighted areas in Detroit into economically viable communities is of the greatest urgency, and we urge your support for this important proposal.

Sincerely,



Debbie Stabenow
United States Senator

Carl Levin
United States Senator



Gary C. Peters
Member of Congress

John Conyers Jr.
Member of Congress

Sander Levin
Member of Congress



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
WASHINGTON, D.C. 20460

FEB 13 2013

OFFICE OF
SOLID WASTE AND
EMERGENCY RESPONSE

The Honorable Gary Peters
U.S. House of Representatives
Washington, D.C. 20515

Dear Congressman Peters:

Thank you for your letter of January 23, 2013, supporting the proposal submission from the Detroit Brownfield Redevelopment Authority (DBRA) to the Brownfields Area-Wide Planning (AWP) Program. I appreciate your interest in this program and your support of DBRA's proposal.

As you know, the Small Business Liability Relief and Brownfields Revitalization Act assists communities in their efforts to revitalize and reclaim brownfields sites. Under the pilot AWP program the EPA awarded twenty-three grants to communities across the country. This pilot program demonstrated how planning for the reuse of brownfields sites can be effective when done in conjunction with creating supportive area-wide revitalization and implementation strategies. Developing an area-wide plan helps guide the clean up and reuse of key brownfield sites, which can bring about improved environmental and socioeconomic conditions within local communities.

The EPA's selection criteria for proposals are available in the *Request for Proposals for Brownfields Area-Wide Planning Grants* (September 2012), posted on our web site at www.epa.gov/brownfields/areawide_grants.htm. Each proposal will be carefully reviewed and evaluated by a selection panel that will apply these objective criteria in this highly competitive program. Please be assured that the proposal from the DBRA will be given every consideration.

Again, thank you for your letter. If you have further questions, please contact me or your staff may call Raquel Snyder, in EPA's Office of Congressional and Intergovernmental Relations, at (202) 564-9586.

Sincerely,

A handwritten signature in black ink that reads "Mathy Stanislaus". The signature is written in a cursive, flowing style.

Mathy Stanislaus
Assistant Administrator

AL 11-001-9525

**THE WHITE HOUSE OFFICE
REFERRAL**

November 16, 2011

TO: ENVIRONMENTAL PROTECTION AGENCY

ACTION COMMENTS:

ACTION REQUESTED: APPROPRIATE ACTION

REFERRAL COMMENTS:

DESCRIPTION OF INCOMING:

ID: 1069249

MEDIA: LETTER

DOCUMENT DATE: November 15, 2011

TO: PRESIDENT OBAMA

FROM: THE HONORABLE EDWARD MARKEY
U.S. HOUSE OF REPRESENTATIVES
WASHINGTON, DC 20515

SUBJECT: COMMEND THE PRESIDENT FOR BRINGING CERTAINTY TO FUEL ECONOMY
AND TAILPIPE EMISSION STANDARDS FOR MODEL YEARS 2017-25 CARS AND
LIGHT TRUCKS TO 54.5 MILES PER GALLON

COMMENTS:

**PROMPT ACTION IS ESSENTIAL – IF REQUIRED ACTION HAS NOT BEEN TAKEN WITHIN 9 WORKING DAYS OF RECEIPT,
UNLESS OTHERWISE STATED, PLEASE TELEPHONE THE UNDERSIGNED AT (202) 456-2590.**

**RETURN ORIGINAL CORRESPONDENCE, WORKSHEET AND COPY OF RESPONSE (OR DRAFT) TO: DOCUMENT TRACKING UNIT,
ROOM 85, OFFICE OF RECORDS MANAGEMENT - THE WHITE HOUSE, 20500
FAX A COPY OF REPOSENSE TO: (202) 456-5881**

**THE WHITE HOUSE
DOCUMENT MANAGEMENT AND
TRACKING WORKSHEET**



DATE RECEIVED: November 17, 2011

CASE ID: 1069249

NAME OF CORRESPONDENT: THE HONORABLE EDWARD MARKEY

SUBJECT: COMMEND THE PRESIDENT FOR BRINGING CERTAINTY TO FUEL ECONOMY AND
TAILPIPE EMISSION STANDARDS FOR MODEL YEARS 2017-25 CARS AND LIGHT TRUCKS
TO 54.5 MILES PER GALLON

ROUTE TO: AGENCY/OFFICE	(STAFF NAME)	ACTION		DISPOSITION	
		CODE	DATE	TYPE RESPONSE	CODE
LEGISLATIVE AFFAIRS	ROB NABORS	ORG	11/16/2011		
ACTION COMMENTS:					
ENVIRONMENTAL PROTECTION AGENCY		A	11/16/2011		
ACTION COMMENTS:					
DEPARTMENT OF TRANSPORTATION		A	11/16/2011		
ACTION COMMENTS:					
COUNCIL ON ENVIRONMENTAL QUALITY		I	11/16/2011	C	11/16/2011
ACTION COMMENTS:					
ACTION COMMENTS:					

COMMENTS: 110 ADDL SIGNEES

MEDIA TYPE: LETTER

USER CODE:

ACTION CODES	DISPOSITION		
A = APPROPRIATE ACTION B = RESEARCH AND REPORT BACK D = DRAFT RESPONSE I = INFO COPY/NO ACT NECESSARY R = DIRECT REPLY W/ COPY ORG = ORIGINATING OFFICE	TYPE RESPONSE	DISPOSITION CODES	COMPLETED DATE
	INITIALS OF SIGNER (W.H. STAFF) NRN = NO RESPONSE NEEDED OTBE = OVERTAKEN BY EVENTS	A = ANSWERED OR ACKNOWLEDGED C = CLOSED X = INTERIM REPLY	DATE OF ACKNOWLEDGEMENT OR CLOSEOUT DATE (MM/DD/YY)

KEEP THIS WORKSHEET ATTACHED TO THE ORIGINAL INCOMING LETTER AT ALL TIMES
REFER QUESTIONS TO DOCUMENT TRACKING UNIT (202)-456-2590
SEND ROUTING UPDATES AND COMPLETED RECORDS TO OFFICE OF RECORDS MANAGEMENT - DOCUMENT TRACKING UNIT
ROOM 55, EEOB.

**Scanned By
ORM**

1069244

Congress of the United States

Washington, DC 20515

November 15, 2011

The Honorable Barack H. Obama
President of the United States
The White House
1600 Pennsylvania Avenue, N.W.
Washington, D.C. 20500

Dear Mr. President:

We write to commend you for bringing certainty to fuel economy and tailpipe emission standards for model years 2017-25 cars and light trucks to 54.5 miles per gallon (mpg).

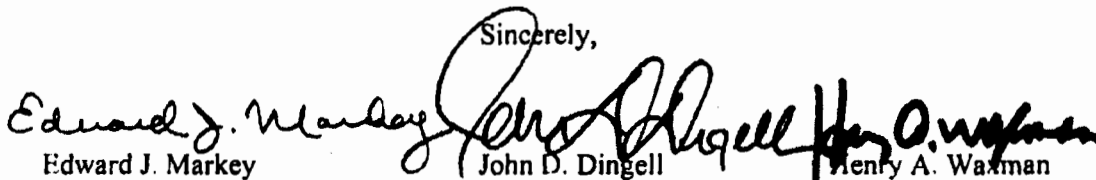
The framework agreement brought together automotive manufacturers, labor, the environmental community, and government agencies. Industry groups such as the National Association of Manufacturers praised the agreement as a "positive step." As a result, automakers will enjoy regulatory certainty, which will help them design and build the advanced technology vehicles of the future and compete in an increasingly global marketplace. The agreement protects American jobs and consumers, and as such was a remarkable achievement.

In addition, we were pleased that the Administration intends to include a "mid-term" review for the 2022-2025 requirements. This provides an opportunity for the last set of increases to be re-visited to see if the assumptions on technology, costs, fuel prices, consumer acceptance and vehicle prices still support the standards that will be proposed, or whether their stringency should be revised upwards or downwards.

These regulations, taken together with the first phase of the standards for model years 2012-16 vehicles, will remove the need for as much as 3.8 million barrels of petroleum per day by 2030. Consumers will save thousands of dollars at the pump for gasoline they will no longer need to buy over the lifetime of their vehicles.

In conclusion, we believe that these standards to reduce petroleum use in cars and light trucks represent an opportunity to increase our national and economic security in an unprecedented way by dramatically decreasing our dependence on foreign sources of petroleum. They also bring a certainty to the regulatory framework for the industry and workers who design and build these vehicles.

Sincerely,


Edward J. Markey John D. Dingell Henry A. Waxman

Chris Van Hollen
Chris Van Hollen

Barney Frank
Barney Frank

Robert A. Brady
Robert A. Brady

Nydia M. Velázquez
Nydia M. Velázquez

Dale Kildee
Dale Kildee

Eddiphus Towns
Eddiphus Towns

Jackie Speier
Jackie Speier

Maurice Hinchey
Maurice Hinchey

Sam Farr
Sam Farr

John W. Olver
John W. Olver

Lynn Woolsey
Lynn Woolsey

Jay Inslee
Jay Inslee

Jared Polis
Jared Polis

Tammy Baldwin
Tammy Baldwin

Mike Doyle
Mike Doyle

John Conyers, Jr.
John Conyers, Jr.

Howard L. Berman
Howard L. Berman

Bob Filner
Bob Filner

C.A. Dutch Ruppersberger
C.A. Dutch Ruppersberger

Quinn Tamm
Quinn Tamm

Jim Moran
Jim Moran

Jim Langevin
Jim Langevin

Michael E. Capuano
Michael E. Capuano

William R. Keating
William R. Keating

Mike Quigley
Mike Quigley

Raul M. Grijalva
Raul M. Grijalva

Dennis J. Kucinich
Dennis J. Kucinich

Rosa DeLauro
Rosa DeLauro

Pete Visclosky
Pete Visclosky

Pete Stark
Pete Stark

Sandy Levin
Sandy Levin

Louise Slaughter
Louise Slaughter

George Miller
George Miller

Andre Carson
Andre Carson

Errol Nadler
Errol Nadler

Barbara Lee
Barbara Lee

Lois Capps
Lois Capps

Gary L. Ackerman
Gary Ackerman

Mike Honda
Mike Honda

Wm. Lacy Clay
Wm. Lacy Clay

Gerry Connolly
Gerry Connolly

Jose E. Serrano
Jose E. Serrano

Carolyn B. Maloney
Carolyn B. Maloney

John Lewis
John Lewis

Betty Sutton
Betty Sutton

Emanuel Cleaver, H
Emanuel Cleaver, H

Maxine Waters
Maxine Waters

Jan Schakowsky
Jan Schakowsky

Gwen Moore
Gwen Moore

Rush Holt
Rush Holt

John P. Sarbanes
John P. Sarbanes

Donna Christensen
Donna Christensen

Hank Johnson
Hank Johnson

Ted Deutch
Ted Deutch

Debbie Wasserman Schultz
Debbie Wasserman Schultz

Eleanor Holmes Norton
Eleanor Holmes Norton

Danny K. Davis
Danny K. Davis

Lloyd Doggett
Lloyd Doggett

Elijah E. Cummings
Elijah E. Cummings

Gary Peters
Gary Peters

Collin C. Peterson
Collin C. Peterson

Diana DeGette
Diana DeGette

Brad Miller
Brad Miller

Jeff McNerney
Jeff McNerney

Susan A. Davis
Susan A. Davis

Earl Blumenauer
Earl Blumenauer

James P. McGovern
James P. McGovern

Paul Tonko
Paul Tonko

Donald M. Payne
Donald M. Payne

Brad Sherman
Brad Sherman

David Price
David Price

Carolyn McCarthy
Carolyn McCarthy

John Tierney
John Tierney

Bennie G. Thompson
Bennie G. Thompson

Linda T. Sanchez
Linda T. Sanchez

Niki Tsongas
Niki Tsongas

Norm Dicks
Norm Dicks

Anna G. Eshoo
Anna G. Eshoo

Janice Hahn
Janice Hahn

Marcy Kaptur
Marcy Kaptur

John Garamendi
John Garamendi

Betty McCollum
Betty McCollum

Luis V. Gutierrez
Luis V. Gutierrez

Russ Carnahan
Russ Carnahan

Alyson Y. Schwartz
Alyson Y. Schwartz

Alcee L. Hastings
Alcee L. Hastings

Frank Pallone, Jr.
Frank Pallone, Jr.

Donna F. Edwards
Donna F. Edwards

Nita Lowey
Nita Lowey

Judy Chu
Judy Chu

Steve Cohen
Steve Cohen

Martin Heinrich
Martin Heinrich

John Carney
John Carney

Eddie Bernice Johnson
Eddie Bernice Johnson

Hansen Clarke
Hansen Clarke

Adam Smith
Adam Smith

Tim Ryan
Tim Ryan

Mike Thompson
Mike Thompson

Bill Pascrell, Jr
Bill Pascrell, Jr

David Cicilline
David Cicilline

Chellie Pingree
Chellie Pingree

Peter Welch
Peter Welch

John Yarmuth
John Yarmuth

Bobby L. Rush
Bobby L. Rush

Zoe Lofgren
Jim McDermott

Marcia L. Oudejans

Daniel L. Rostenkowski



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
WASHINGTON, D.C. 20460

JAN 18 2012

OFFICE OF
AIR AND RADIATION

The Honorable Gary Peters
U.S. House of Representatives
Washington, D.C. 20515

Dear Congressman Peters:

Thank you for your letter of November 15, 2011, to President Obama, co-signed by 110 of your colleagues, regarding the U.S. Environmental Protection Agency and National Highway Traffic and Safety Administration's (NHTSA) recent joint proposed rule for fuel economy and greenhouse gas (GHG) emissions standards for model year 2017 to 2025 passenger cars and light trucks. This proposed rule was signed on November 16, 2011. We appreciate your support and value your interest in these standards, and have added your letter to our administrative docket for the rulemaking.

The proposed rule would provide auto manufacturers with the certainty needed to make long-term investments in technology and build advanced technology vehicles. Also, continuing the National Program would ensure that all manufacturers can build a single fleet of U.S. vehicles that would satisfy the requirements of both the Federal and California programs, thus helping to reduce costs and regulatory complexity while providing significant energy security and environmental benefits.

Again, thank you for your letter. If you have further questions, please contact me or your staff may call Diann Frantz in EPA's Office of Congressional and Intergovernmental Relations at (202) 564-3668.

Sincerely,

A handwritten signature in black ink, appearing to read "Gina McCarthy", written over a horizontal line.

Gina McCarthy
Assistant Administrator

AL 11-001-2807

Congress of the United States
Washington, DC 20515

July 29, 2011

Lisa Jackson
Administrator
Environmental Protection Agency
USEPA Ariel Rios Building (AR)
1200 Pennsylvania Avenue N.W.
Washington, DC 20004

Dear Administrator Jackson:

The Clean Water Act (CWA) is one of our nation's greatest environmental laws, safeguarding our rivers, lakes, and streams and protecting the health and safety of our drinking water. Under your leadership, the Environmental Protection Agency (EPA) has taken significant actions to improve the safety of our drinking water, and we encourage you to continue to protect our waterways. In particular, we support agency actions to clarify the jurisdiction of the EPA and the U.S. Army Corps of Engineers under the Clean Water Act.

Almost a half century ago, the United States passed bipartisan legislation, the Clean Water Act, to protect our nation's waterways. This legislation came on the heels of several rivers catching on fire, including the Cuyahoga River in 1969. In 1977, this statute was strengthened, and the United States again demonstrated its commitment to clean drinking water.

There is no right more basic than the right to safe drinking water, and that right depends on unpolluted source waters. The Clean Water Act protects our water from heavy metals such as arsenic and lead, dangerous pathogens like E. coli, and other toxins. Clean drinking water is basic to our very survival.

Not only is clean water important to public health, but it is also vital to our economy and to our heritage. From the Great Lakes to the Chesapeake Bay, and from the Yellowstone River to the Mississippi River, our waterways support fishing, sightseeing, and tourism. Wetlands serve as flood control, protecting inland communities from damage. The cumulative economic value of our waters is stunning. According to the United Nations Educational Science and Cultural Organization, lakes and rivers have an annual economic value of \$19,580 per hectare. The Great Lakes fisheries alone generate approximately \$7 billion in economic activity annually. Nationally, the commercial fishing industry generates more than \$100 billion in sales and supports more than 1.5 million jobs.

A strong Clean Water Act has moved us beyond the days of rivers on fire. However, there is still more to be done. Indeed, state and EPA data reveal that 44 percent of assessed river and stream miles and 64 percent of assessed lake acres do not meet relevant water quality standards.

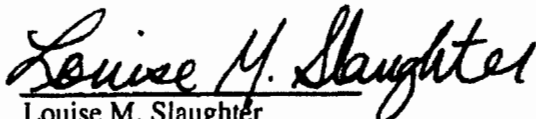
We cannot sacrifice our waterways and our drinking water.


Unfortunately, two recent Supreme Court decisions (*SWANCC v. U.S. Army Corps of Engineers* and *Rapanos v. U.S.*) and subsequent administration guidance threaten protections for millions of acres of wetlands and streams. These Supreme Court cases, combined with previous administration guidance, potentially narrow the interpretation of the Clean Water Act by jeopardizing protections for intermittent and seasonal streams and certain wetlands across the country. These types of streams comprise up to 60 percent of streams in the U.S., and feed the drinking water supplies of 117 million Americans.

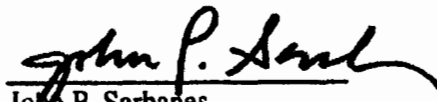
In April 2011, the EPA issued guidance in order to clarify the jurisdiction of the US EPA and the US Army Corps, and extend the protections of the CWA to smaller headways and waterways. This guidance, consistent with the Supreme Court decisions, will help us to move forward in protecting the waterways that serve the drinking water for over 117 million Americans.

We appreciate the recent work of the EPA to clarify the requirements of the Clean Water Act, and we look forward to working with you to protect our nation's waterways.


Sincerely,


Louise M. Slaughter
MEMBER OF CONGRESS

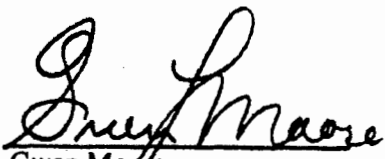

James P. Moran
MEMBER OF CONGRESS

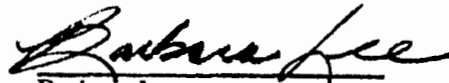

John P. Sarbanes
MEMBER OF CONGRESS



Donna F. Edwards
MEMBER OF CONGRESS

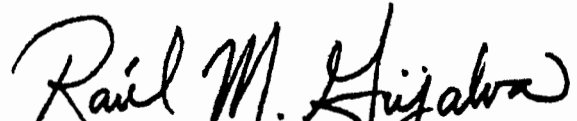

Gerald E. Connolly
MEMBER OF CONGRESS


Jim McDermott
MEMBER OF CONGRESS


Gwen Moore
MEMBER OF CONGRESS



Barbara Lee
MEMBER OF CONGRESS

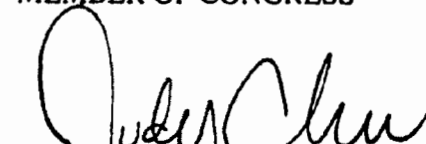

Lois Capps
MEMBER OF CONGRESS

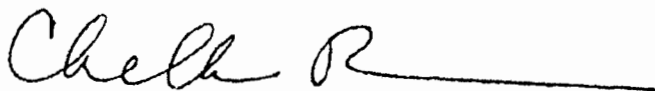

Raúl M. Grijalva
MEMBER OF CONGRESS

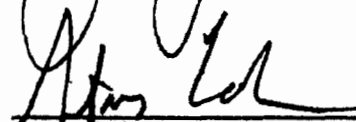

Dennis J. Kucinich
MEMBER OF CONGRESS



Fortney Pete Stark
MEMBER OF CONGRESS

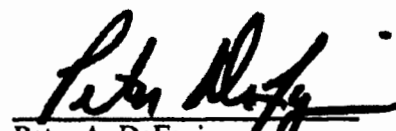

Earl Blumenauer
MEMBER OF CONGRESS

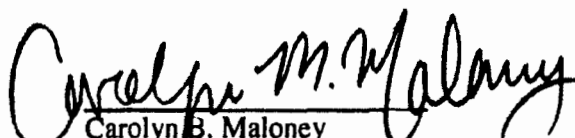

Judy Chu
MEMBER OF CONGRESS


Chellie Pingree
MEMBER OF CONGRESS



Steve Cohen
MEMBER OF CONGRESS

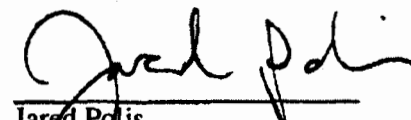

Sander M. Levin
MEMBER OF CONGRESS

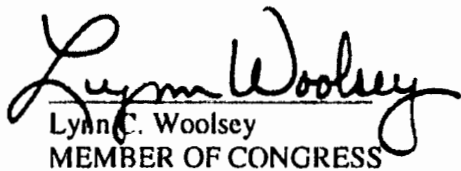

Peter A. DeFazio
MEMBER OF CONGRESS

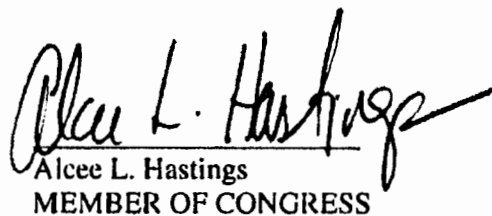

Carolyn B. Maloney
MEMBER OF CONGRESS


Steven R. Rothman
MEMBER OF CONGRESS

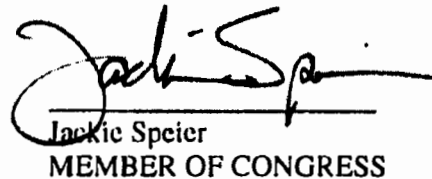

Keith Ellison
MEMBER OF CONGRESS

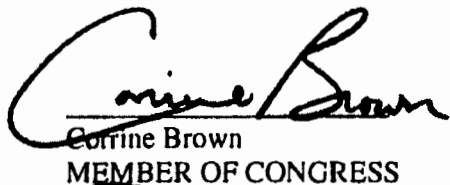

Jared Polis
MEMBER OF CONGRESS

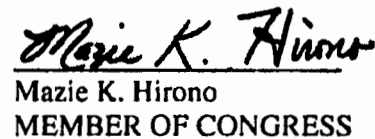

Lynn C. Woolsey
MEMBER OF CONGRESS

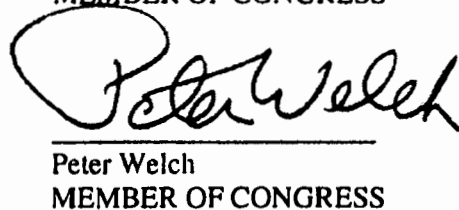

Alcee L. Hastings
MEMBER OF CONGRESS

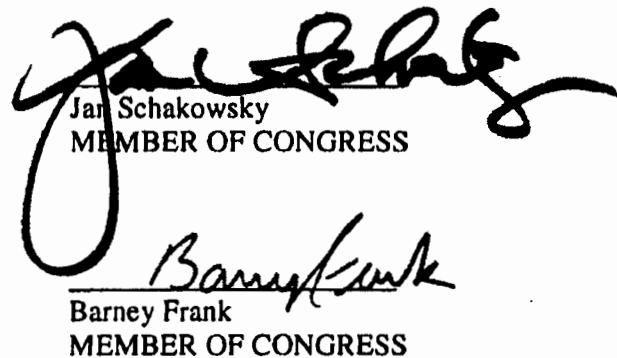

Maxine Waters
MEMBER OF CONGRESS

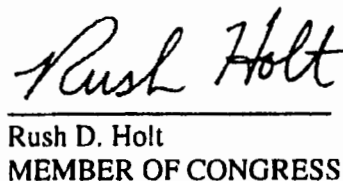

Jackie Speier
MEMBER OF CONGRESS

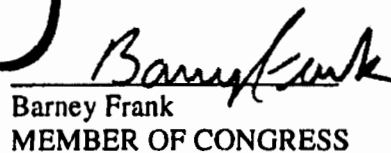

Corrine Brown
MEMBER OF CONGRESS


Mazie K. Hirono
MEMBER OF CONGRESS

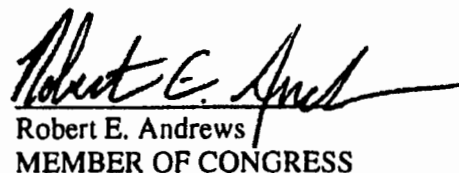

Peter Welch
MEMBER OF CONGRESS

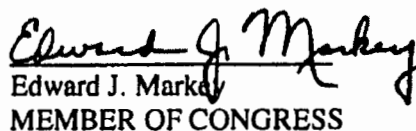

Jan Schakowsky
MEMBER OF CONGRESS

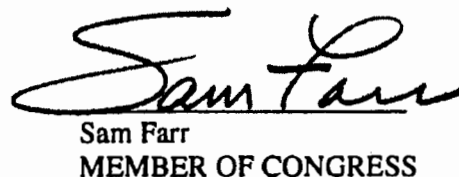

Rush D. Holt
MEMBER OF CONGRESS

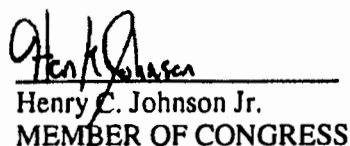

Barney Frank
MEMBER OF CONGRESS

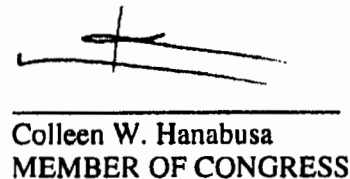

Emanuel Cleaver
MEMBER OF CONGRESS

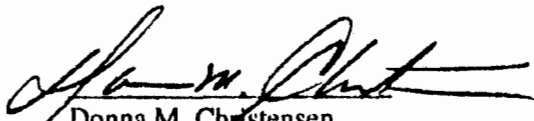

Robert E. Andrews
MEMBER OF CONGRESS

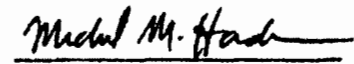

Edward J. Markey
MEMBER OF CONGRESS

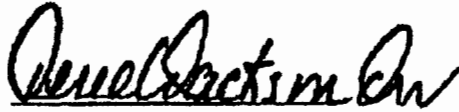

Sam Farr
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Henry C. Johnson Jr.
MEMBER OF CONGRESS


Colleen W. Hanabusa
MEMBER OF CONGRESS



Donna M. Christensen
MEMBER OF CONGRESS

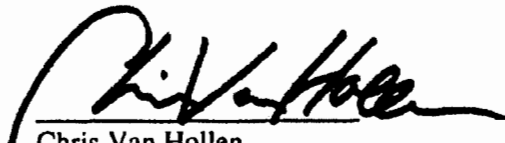

Michael M. Honda
MEMBER OF CONGRESS

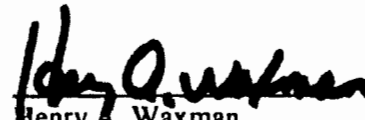

Jesse Jackson Jr.
MEMBER OF CONGRESS


Maurice D. Hinchey
MEMBER OF CONGRESS



Paul Tonko
MEMBER OF CONGRESS



Elijah E. Cummings
MEMBER OF CONGRESS

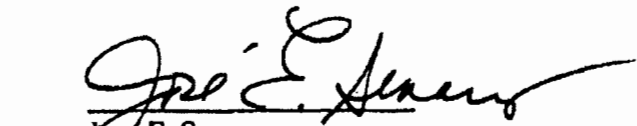

Chris Van Hollen
MEMBER OF CONGRESS

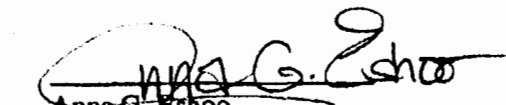

Henry A. Waxman
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Theodore E. Deutch
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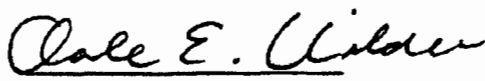

Howard L. Berman
MEMBER OF CONGRESS

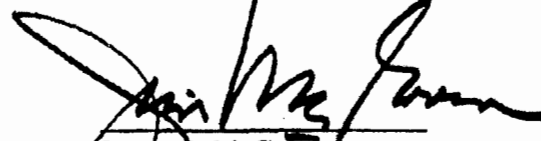

William R. Keating
MEMBER OF CONGRESS

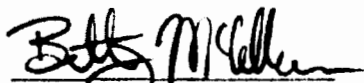

Jose E. Serrano
MEMBER OF CONGRESS


Anna G. Eshoo
MEMBER OF CONGRESS



Niki Tsongas
MEMBER OF CONGRESS

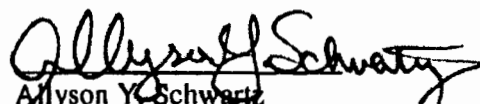

Dale E. Kildee
MEMBER OF CONGRESS



James P. McGovern
MEMBER OF CONGRESS



Betty McCollum
MEMBER OF CONGRESS

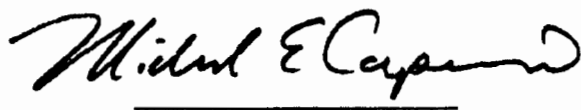

John Garamendi
MEMBER OF CONGRESS


Luis V. Gutierrez
MEMBER OF CONGRESS

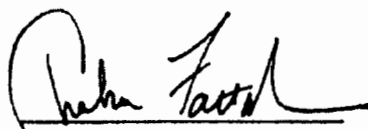

Allyson Y. Schwartz
MEMBER OF CONGRESS

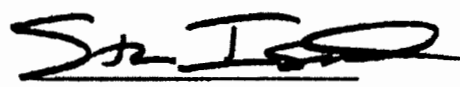

Bill Pascrell Jr.
MEMBER OF CONGRESS



Gary L. Ackerman
MEMBER OF CONGRESS

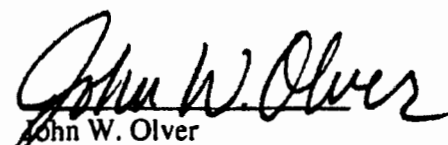

Michael E. Capuano
MEMBER OF CONGRESS

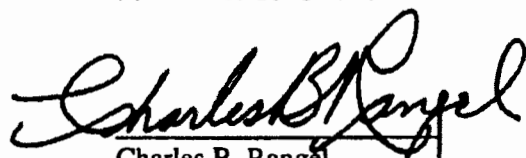

Timothy W. Bishop
MEMBER OF CONGRESS

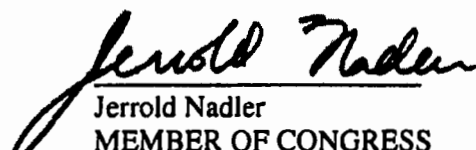

Chaka Fattah
MEMBER OF CONGRESS

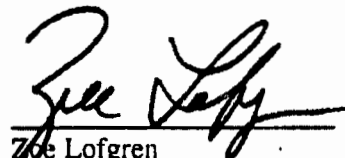

Steve Israel
MEMBER OF CONGRESS



Mike Quigley
MEMBER OF CONGRESS

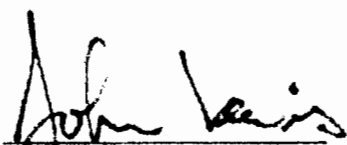

John W. Olver
MEMBER OF CONGRESS

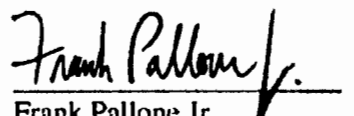

Charles B. Rangel
MEMBER OF CONGRESS

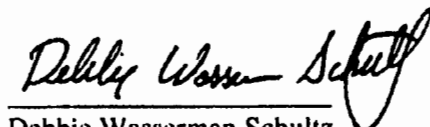

Jerrold Nadler
MEMBER OF CONGRESS

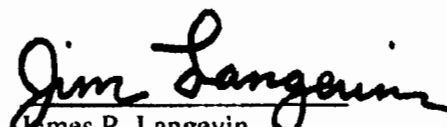

Zoe Lofgren
MEMBER OF CONGRESS



David N. Cicilline
MEMBER OF CONGRESS

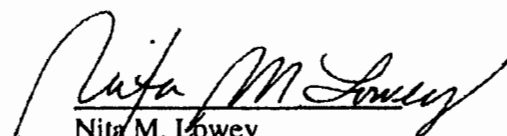

John Lewis
MEMBER OF CONGRESS

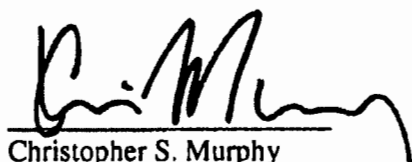

Frank Pallone Jr.
MEMBER OF CONGRESS

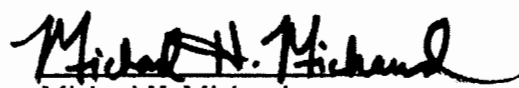

Debbie Wasserman Schultz
MEMBER OF CONGRESS

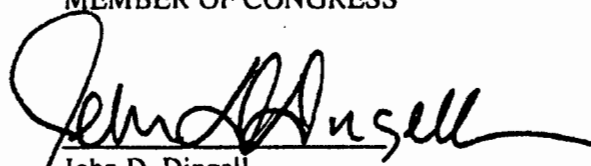

James R. Langevin
MEMBER OF CONGRESS


Bobby L. Rush
MEMBER OF CONGRESS



Nita M. Lowey
MEMBER OF CONGRESS

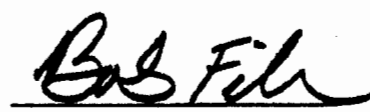

Christopher S. Murphy
MEMBER OF CONGRESS



Michael H. Michaud
MEMBER OF CONGRESS

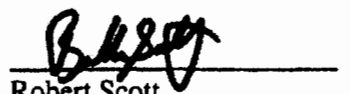

John D. Dingell
MEMBER OF CONGRESS

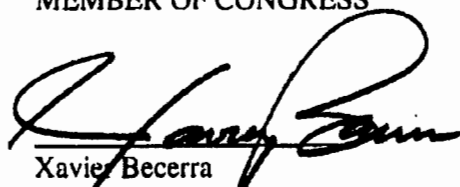

Gary C. Peters
MEMBER OF CONGRESS


John Conyers Jr.
MEMBER OF CONGRESS


Bob Filner
MEMBER OF CONGRESS


David E. Price
MEMBER OF CONGRESS


Robert Scott
MEMBER OF CONGRESS


Xavier Becerra
MEMBER OF CONGRESS


Tim Ryan
MEMBER OF CONGRESS

George Miller

George Miller
MEMBER OF CONGRESS

AL 14-000-3591

Congress of the United States
Washington, DC 20515

December 16, 2013

The Honorable Gina McCarthy
Administrator
U.S. Environmental Protection Agency
1200 Pennsylvania Avenue, NW
Washington, DC 20460

Dear Administrator McCarthy:

As members of the United States House of Representatives, we urge you to swiftly propose a rule to restore protections to all of our nation's waterways. For the sake of our communities and the prospects of having waterways clean enough to swim in, fish from, and drink from, we must have a rule that protects all waters of the United States under the Clean Water Act, and we need your leadership to make that vision a reality.

Last year we celebrated the 40th anniversary of the Clean Water Act, which has been one of the most significant environmental laws in our nation's history. As was said on the floor of the House in 1972, "the conference bill defines the term 'navigable waters' broadly for water quality purposes. It means all 'the waters of the United States' in a geographical sense. It does not mean the 'navigable waters of the United States' in the technical sense as we sometimes see in some laws."¹ This definition protected our country's precious waterways by safeguarding our drinking water, alleviating flooding conditions, providing recreational opportunities, maintaining fish and wildlife habitat, and promoting a healthy economy.

However, two Supreme Court decisions – *Solid Waste Agency of Northern Cook County v. U.S. Army Corps of Engineers* and *Rapanos v. the United States* – have created significant uncertainty regarding federal jurisdiction under the Clean Water Act. According to the Environmental Protection Agency (EPA), these decisions have left almost 60 percent of our country's streams, at least 20 million acres of wetlands, and the drinking water for 117 million Americans at increased risk of pollution.

We are encouraged by EPA's commitment to follow sound science through their recent science report, which illustrates the significant relationship between tributaries and wetlands and the larger bodies of water into which they feed. EPA must continue to move this process forward swiftly and efficiently to prevent more pollution from entering our waterways.

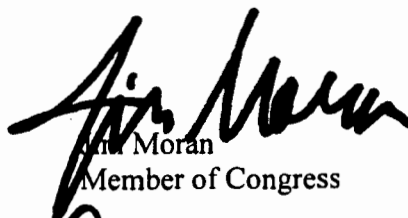
¹ House debate, *Congressional Record*, vol. 118, part 25, (October 4, 1972), p. 33756

As you have said, "We must ensure that water – so critical to human health, quality of life, and economic activity – is protected from dangerous contaminants, including new, emerging ones." We call on EPA to continue to prioritize a rulemaking to restore protections to all of our waterways. We stand ready to work with you and your Administration to help America on a path to a future where all our waterways are protected from dangerous pollution. Thank you for your support and leadership.

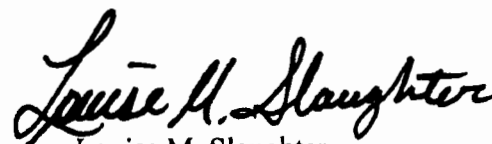
Sincerely,



John D. Dingell
Member of Congress



Jim Moran
Member of Congress



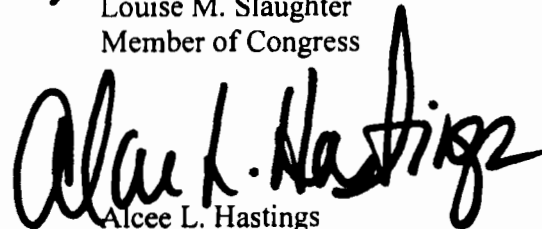
Louise M. Slaughter
Member of Congress



Bradley S. Schneider
Member of Congress



Chris Van Hollen
Member of Congress



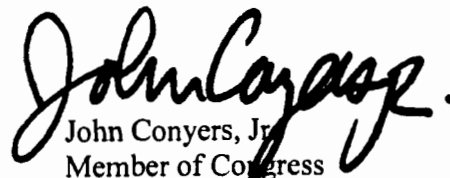
Alcee L. Hastings
Member of Congress



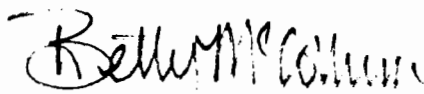
Kathy Castor
Member of Congress



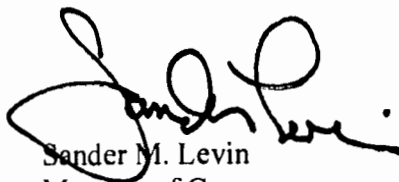
Mike Quigley
Member of Congress



John Conyers, Jr.
Member of Congress



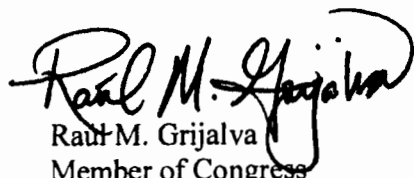
Betty McCollum
Member of Congress



Sander M. Levin
Member of Congress



Earl Blumenauer
Member of Congress



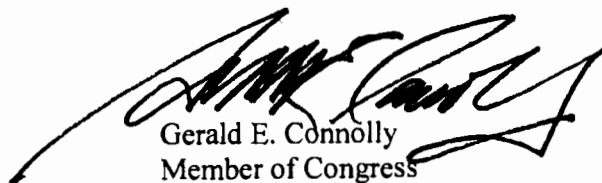
Raul M. Grijalva
Member of Congress



Mark Pocan
Member of Congress



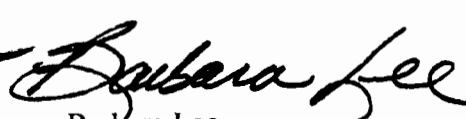
Frederica S. Wilson
Member of Congress



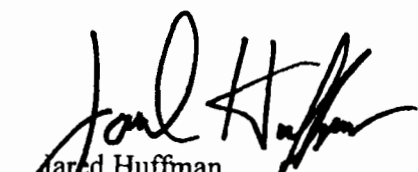
Gerald E. Connolly
Member of Congress



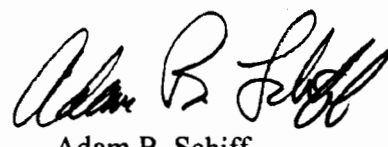
Rush Holt
Member of Congress

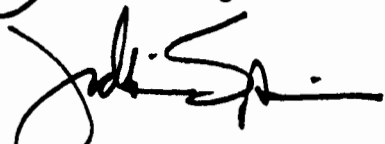


Barbara Lee
Member of Congress

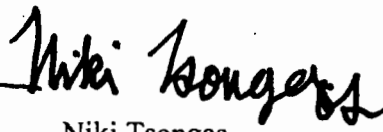

Jared Huffman
Member of Congress

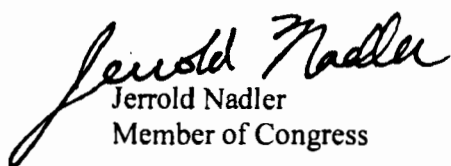

Susan A. Davis
Member of Congress



Adam B. Schiff
Member of Congress

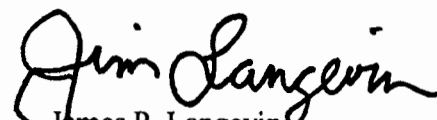

Jackie Speier
Member of Congress

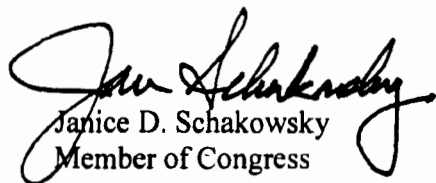

Matt Cartwright
Member of Congress

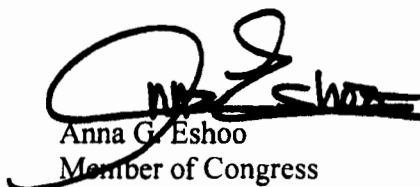

Niki Tsongas
Member of Congress



Jerrold Nadler
Member of Congress


Steve Cohen
Member of Congress



James P. Langevin
Member of Congress

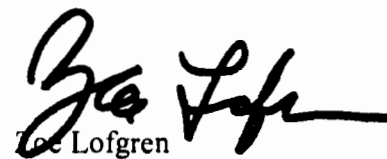

Janice D. Schakowsky
Member of Congress

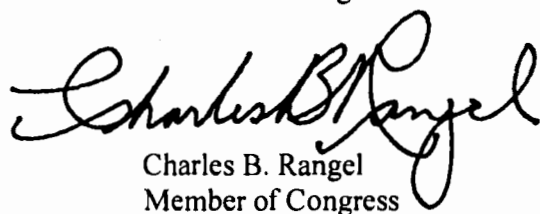

Anna G. Eshoo
Member of Congress

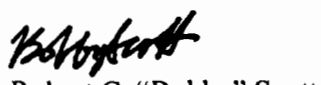

Lois Capps
Member of Congress

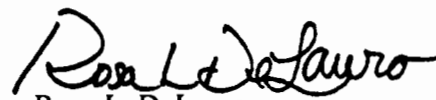

John P. Sarbanes
Member of Congress

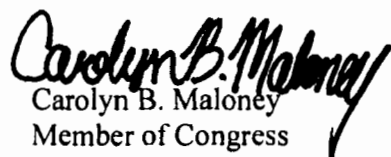

Frank Pallone, Jr.
Member of Congress

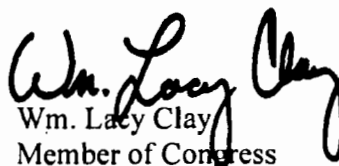

Zoe Lofgren
Member of Congress



Charles B. Rangel
Member of Congress



Robert C. "Bobby" Scott
Member of Congress

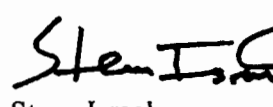

Rosa L. DeLauro
Member of Congress

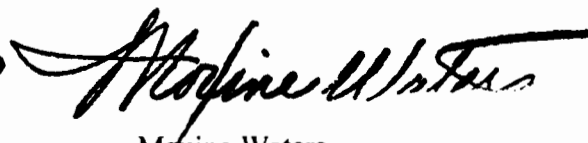

Carolyn B. Maloney
Member of Congress


Wm. Lacy Clay
Member of Congress


David N. Cicilline
Member of Congress


Henry A. Waxman
Member of Congress


Steve Israel
Member of Congress


Maxine Waters
Member of Congress

Michael E. Capuano
Member of Congress

Judy Chu
Member of Congress



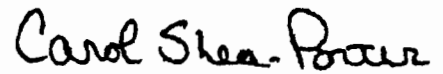
Paul Tonko
Member of Congress



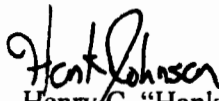
Daniel Lipinski
Member of Congress



Joseph R. Kennedy III
Member of Congress



Carol Shea-Porter
Member of Congress



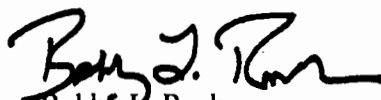
Henry C. "Hank" Johnson
Member of Congress



Michael M. Honda
Member of Congress



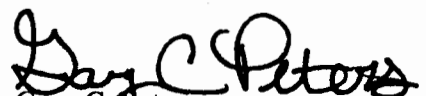
Keith Ellison
Member of Congress



Bobby L. Rush
Member of Congress



Gwen Moore
Member of Congress



Gary C. Peters
Member of Congress



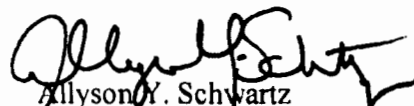
Donna F. Edwards
Member of Congress



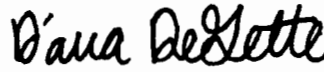
C.A. Dutch Ruppersberger
Member of Congress



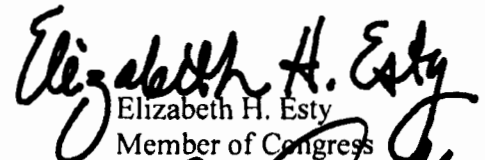
Bill Pascrell, Jr.
Member of Congress



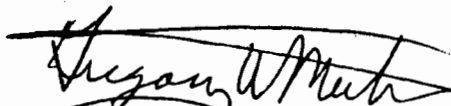
Allyson Y. Schwartz
Member of Congress



Diana DeGette
Member of Congress



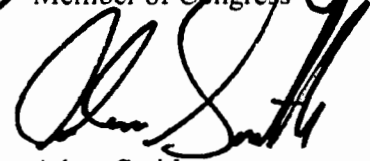
Elizabeth H. Esty
Member of Congress



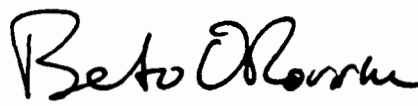
Gregory W. Meeks
Member of Congress



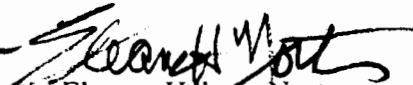
Scott H. Peters
Member of Congress




Adam Smith
Member of Congress



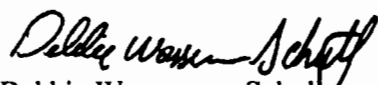
Beto O'Rourke
Member of Congress





Eleanor Holmes Norton
Member of Congress

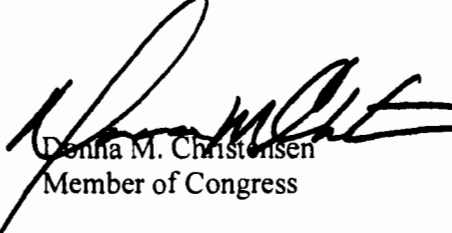



David E. Price
Member of Congress



Debbie Wasserman Schultz
Member of Congress

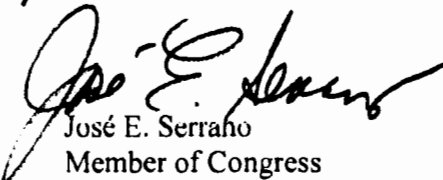

William R. Keating
Member of Congress



John K. Delaney
Member of Congress



Donna M. Christensen
Member of Congress

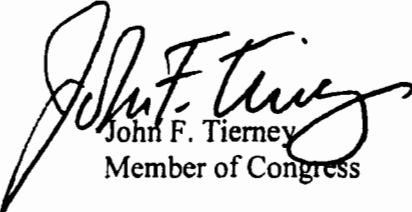

John Lewis
Member of Congress


Jim McDermott
Member of Congress



José E. Serrano
Member of Congress

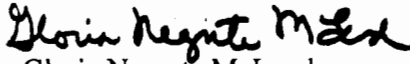

Michael H. Michaud
Member of Congress


Joe Courtney
Member of Congress

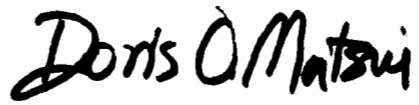

John F. Tierney
Member of Congress



Ann McLane Kuster
Member of Congress



Julia Brownley
Member of Congress


Gloria Negrete McLeod
Member of Congress


Chellie Pingree
Member of Congress



Doris O. Matsui
Member of Congress



Theodore E. Deutch
Member of Congress



Grace F. Napolitano
Member of Congress

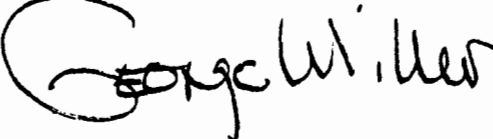

G.K. Butterfield
Member of Congress


Lois Frankel
Member of Congress


Jared Polis
Member of Congress


Daniel T. Kildee
Member of Congress


Jim Gohmert


George Miller

AL 11-001-9484



Congress of the United States
House of Representatives
Washington, DC 20515

November 17, 2011

The Honorable Lisa Jackson
Administrator
Environmental Protection Agency
1200 Pennsylvania Avenue, NW
Washington, DC 20004

Dear Administrator Jackson:

We are writing today to insist that the Environmental Protection Agency (EPA) delay the registration of fuels containing 15 percent ethanol (E15) until adequate testing has shown that E15 will not damage engines and that misfueling concerns have been fully addressed.

On June 1, 14 auto manufacturers were asked about the effects E15 on their engine operability. Without exception the manufacturers responded that the use of E15, even in their newest vehicles, would damage engines, void warranties, and reduce fuel efficiency. The original letter and the responses from the auto manufacturers are attached for your review.

Engine damage from E15 appears to be an even more significant risk in marine engines. In July 2009, The United States Coast Guard wrote to your agency to express its concerns with the introduction of higher ethanol blends. The Coast Guard argued that ethanol blended fuels were deteriorating components in the fuel system and causing fuel leaks. The letter went on to warn of the risk of fire and explosions:

Increasing the blend to E-15 can be expected to exacerbate any fuel system deterioration now being reported with E-10 blended gasoline. Fuel leaks such as those addressed above are a serious safety consideration because of the possibility of fuel accumulation in the bilges of these vessels causes an unacceptable level of risk for fire and explosion.¹

A recent report from the National Renewable Energy Laboratory (NREL) raises additional concerns regarding the use of E15 in marine engines.² NREL studied the effects of E15 in three different marine engines and documented serious problems in each. The report found that E15 caused the engines to run at significantly higher temperatures, which resulted in damage to the engines' valves and pistons. According to NREL, after two months of exposure to E15, "the signs of deterioration were evident." Further, NREL found that the tested engines "had poor run quality (intermittent misfire or partial

¹ Letter, United States Coast Guard to the Environmental Protection Agency (July 2, 2009).

² David Hilbert, A Study of the Effects of Running Gasoline with 15% Ethanol Concentration in Current Production Outboard Four-Stroke Engines and Conventional Two-Stroke, National Renewable Energy Lab (June 16, 2010 – June 30, 2011).


combustion events) when operated on E15 fuel after 300 hours of endurance."³ Indeed, one of the engines tested failed after 256 hours and could not even complete the durability tests.

While the EPA's E15 partial waiver is only applicable to cars and trucks produced in 2001 or later, the EPA must understand that it does not regulate in a theoretical vacuum. Ethanol is currently cheaper than gasoline.⁴ If E15 is registered by the EPA, then as with E10, it is likely to crowd out other fuels from the marketplace. Misfueling is not only inevitable, it may become unavoidable.

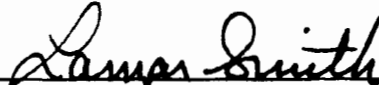
Furthermore, we do not believe that the EPA has sufficiently demonstrated that E15 is safe for cars and trucks manufactured after 2001. We are not alone in this concern. Recent testing by the Coordinating Research Council on engine durability showed that E15 could cause engine failure. Nonetheless, the EPA appears committed to allowing E15's introduction despite mounting evidence of potential harm.

Again, we urge you to delay the registration of fuels with 15 percent ethanol until sufficient testing can be completed to demonstrate that E15 is in fact safe for engines and that misfueling can be avoided.

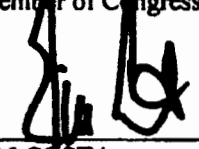
Sincerely,


JAMES SENSENBRENNER, JR.
Member of Congress


GARY PETERS
Member of Congress


LAMAR SMITH
Member of Congress


DAN BENISHEK
Member of Congress


JIM COSTA
Member of Congress


PETER WELCH
Member of Congress

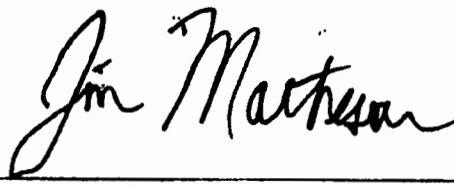

STEVE WOMACK
Member of Congress

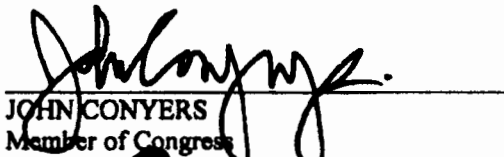

HENRY CUELLAR
Member of Congress

³ *Id.*

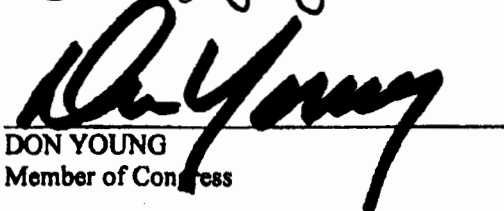
⁴ While the per gallon price of ethanol may be lower than gasoline, a gallon of ethanol contains only 70 percent as much energy as a gallon of gasoline. As a result, ethanol is generally more expensive than gasoline on a price per vehicle mile travelled.

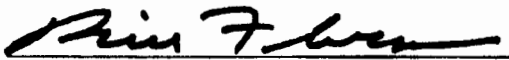

BEN QUAYLE
Member of Congress


JIM MATHESON
Member of Congress

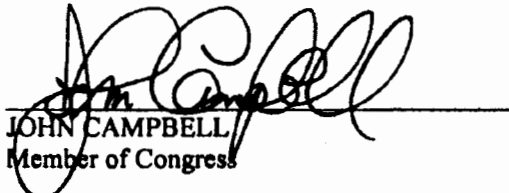

JOHN CONYERS
Member of Congress


GREGG HARPER
Member of Congress


DON YOUNG
Member of Congress



BILL FLORES
Member of Congress


TIM WALBERG
Member of Congress

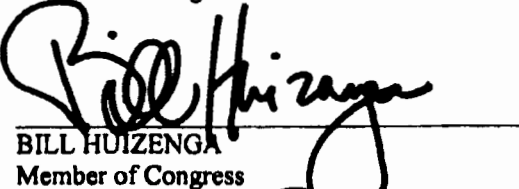

JOHN CAMPBELL
Member of Congress

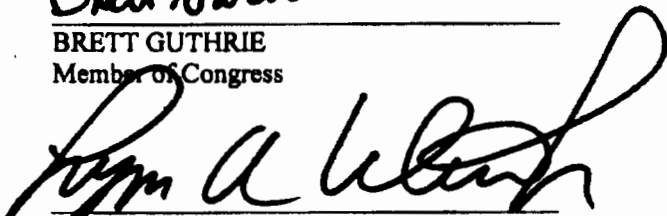

CHARLES GONZALEZ
Member of Congress



JUDY BIGGERT
Member of Congress


GENE GREEN
Member of Congress


BRETT GUTHRIE
Member of Congress

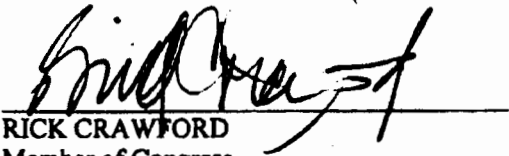

BILL HUIZENGA
Member of Congress


LYNN WESTMORELAND
Member of Congress


SANDER LEVIN
Member of Congress

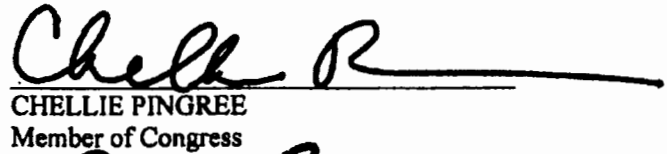

CANDICE MILLER
Member of Congress


TIM GRIFFIN
Member of Congress

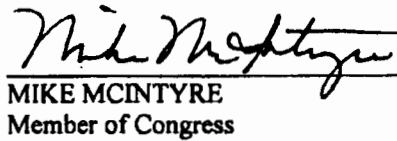

RICK CRAWFORD
Member of Congress



TOM ROONEY
Member of Congress



CHELLIE PINGREE
Member of Congress



MIKE MCINTYRE
Member of Congress



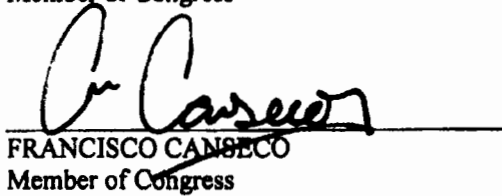
JOHN SULLIVAN
Member of Congress



PAUL BROUN
Member of Congress



ALAN NUNNELEE
Member of Congress



FRANCISCO CANSECO
Member of Congress

Enclosure

F. JAMES SENSENBRENNER, JR.
Fifth District, Wisconsin

COMMITTEE ON THE JUDICIARY

SUBCOMMITTEE ON
CRIME, TERRORISM, AND
HOMELAND SECURITY
CHAIRMAN

COMMITTEE ON SCIENCE, SPACE,
AND TECHNOLOGY
VICE-CHAIRMAN



Congress of the United States
House of Representatives
Washington, DC 20515-4905

June 1, 2011

WASHINGTON OFFICE:

Room 7449
RAYBURN HOUSE OFFICE BUILDING
WASHINGTON, DC 20515-4905
202-225-5101

INDIANA OFFICE:

120 BUSINESS WAY, ROOM 104
BLOOMINGTON, IN 47405-6294
262-784-1111

OUTSIDE AND VALUETEE MEETING

CALLING AREA:
1-800-242-1119

WEBSITE:

<http://www.house.gov/judiciary>

Mr. Dan Akerson
Chairman and Chief Executive Officer
General Motors
300 Renaissance Center
Detroit, MI 48265

Dear Mr. Akerson:

As you know, the Environmental Protection Agency (EPA) recently approved a blend of 15 percent ethanol (E15) for use in cars and trucks of Model Year 2001 or later. This is a 50 percent increase from the current allowable amount.

I introduced legislation in this Congress to block the EPA's authority to increase ethanol blends beyond 10 percent. In addition to the environmental and health issues related to this increase, I am concerned that EPA has not adequately considered the negative effects this could have on engines.

To help facilitate my work on the House Committee on Science, Space, and Technology, and to address the concerns of my constituents, I would greatly appreciate your response to the following questions:

1. Are you confident that your cars and trucks from model year 2001 and later will not be damaged by or wear more quickly from use of E15?
2. Will your current warranty cover potential problems stemming from the use of E15 in cars and trucks from model year 2001 and later?
3. Will E15 affect the fuel efficiency of your engines?

E15 could become available within the year, and your answers could be of great value in reducing consumer confusion. I appreciate your prompt response. If you have any questions, please contact Matt Bisenius at (202) 225-5101.

Sincerely,

F. JAMES SENSENBRENNER, JR.
Vice-Chairman, House Committee on Science, Space, and Technology

Mr. Dan Akerson
June 1, 2011
Page 2

cc: The Honorable Ralph Hall
Chairman, Committee on Science, Space, and Technology

The Honorable Eddie Bernice Johnson
Ranking Member, Committee on Science, Space, and Technology

AL 13-000-4904

Gary C. Peters
MEMBER OF CONGRESS
14TH DISTRICT, MICHIGAN
www.peters.house.gov

Congress of the United States
House of Representatives
Washington, DC 20515

COMMITTEE ON FINANCIAL SERVICES
SUBCOMMITTEE ON CAPITAL MARKETS AND
GOVERNMENT-SPONSORED ENTERPRISES
SUBCOMMITTEE ON MONETARY POLICY
AND TRADE
SENIOR WHIP

April 29, 2013

The Honorable Bob Perciasepe
Acting Administrator
U.S. Environmental Protection Agency
1200 Pennsylvania Ave, NW
Washington, DC 20460

Dear Administrator Perciasepe:

I am writing in follow-up to my November letter that I sent to Administrator Lisa Jackson, along with Senators Carl Levin and Debbie Stabenow and Representatives John Dingell, John Conyers, and Sander Levin. In that letter, we outlined the importance of the Detroit Brownfield Redevelopment Authority's (DBRA) application for an EPA Revolving Loan Fund grant and how critical it is to urgent community redevelopment and job creation opportunities in Detroit.

Over the past months, I have heard from stakeholders in Detroit how essential brownfields financing is to redevelopment efforts in the City. In the last year especially, momentum for redevelopment and transformation in Detroit has greatly accelerated. However, the lack of brownfields financing remains a significant barrier to redevelopment projects in many areas. In particular, the DBRA has seen a marked drop in brownfield redevelopment plans as other sources of brownfields financing have become unavailable.

As I am sure you are aware, the need for reinvestment and redevelopment in Detroit is of the utmost importance. Brownfields financing is a vital tool in this effort at a critical time for the continuing turnaround efforts in the City. For this reason, I wanted to reiterate my support and ask that EPA provide the DBRA's application every appropriate consideration. You may contact me directly through my staffer, CeCe Grant, at (202) 225-5802 or cece.grant@mail.house.gov.

Sincerely yours,



Gary C. Peters
Member of Congress

cc: Mathy Stanislaus, Assistant Administrator
Office of Solid Waste and Emergency Response

DISTRICT OFFICE
400 Monroe Street Suite 290
Detroit, MI 48226
(313) 964-9960
FAX (313) 964-9959

WASHINGTON OFFICE
1609 Longworth House Office Building
Washington, DC 20515
(202) 225-5802
FAX (202) 226-2356



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
WASHINGTON, D.C. 20460

JUL 10 2013

The Honorable Gary C. Peters
U. S. House of Representatives
Washington, D.C. 20515

OFFICE OF
SOLID WASTE AND
EMERGENCY RESPONSE

Dear Congressman Peters:

Thank you for your letter of April 29, 2013 to the U.S. Environmental Protection Agency (EPA), supporting the Brownfields Grant proposal from the Detroit Brownfield Redevelopment Authority in Michigan. I appreciate your interest in the Brownfields Program, and your support of the proposal.

As you know, the Small Business Liability Relief and Brownfields Revitalization Act assists states and communities throughout the country in their efforts to revitalize and reclaim brownfields sites. This program is an excellent example of the success that is possible when people of all points of view work together to improve the environment and their communities. The program is also highly competitive due to great demand for its resources from communities, states, tribal governments and nonprofit entities across the country.

Unfortunately, the Detroit Brownfield Redevelopment Authority was unsuccessful in receiving a revolving loan fund grant this round because it did not score high enough on the ranking criteria established in the *FY13 Proposal Guidelines for Brownfield Assessment, Revolving Loan Fund, and Cleanup Grants (September 2012)* posted on our brownfields website at www.epa.gov/brownfields. The EPA received over 650 grant proposals for consideration and had funds to award approximately 240 grants from the highest ranking proposals.

Each proposal was evaluated along with other proposals received by the deadline as part of the National Brownfields Program grant competition for FY 2013. All of the proposals were evaluated by panels consisting of EPA staff, as well as other Federal representatives. These panels assessed how well the proposals met the criteria outlined in the proposal guidelines. Applicants that were not selected in this competition can receive a comprehensive debriefing from our Regional reviewers to fully understand how future applications can be improved to be even more competitive.

Again, thank you for your letter and for your interest in this Program. If you have further questions, please contact me or your staff may call Raquel Snyder, in EPA's Office of Congressional and Intergovernmental Relations, at 202-564-9586.

Sincerely,

A handwritten signature in black ink, appearing to read "Mathy Stanislaus", is written over a horizontal line.

Mathy Stanislaus
Assistant Administrator

Gary C. Peters
MEMBER OF CONGRESS
14TH DISTRICT, MICHIGAN
www.peters.house.gov

COMMITTEE ON FINANCIAL SERVICES
SUBCOMMITTEE ON CAPITAL MARKETS AND
GOVERNMENT-SPONSORED ENTERPRISES
SUBCOMMITTEE ON MONETARY POLICY
AND TRADE
SENIOR WHIP

Congress of the United States

House of Representatives
Washington, DC 20515

December 11, 2013

The Honorable Regina McCarthy, Administrator
U.S. Environmental Protection Agency
1200 Pennsylvania Avenue, NW
Washington, D.C. 20460

Dear Administrator McCarthy:

I write to ask that you quickly finalize Tier 3 regulations to reduce sulfur content in gasoline and emissions from light-duty cars and trucks. Finalizing these regulations will benefit the economy, public health, and provide automotive industry businesses with certainty.

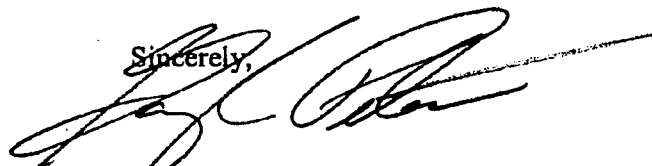
The automotive industry has stepped up to meet the challenge of reducing harmful emissions while improving the performance and reliability of new vehicles. The United States remains a world leader in designing, engineering and manufacturing advanced engine systems that have reduced vehicle emissions by 75% while vehicle miles traveled have tripled. Vehicle and emissions control manufacturers have worked together to come up with solutions to the country's persistent air pollution challenges.

Finalizing the Tier 3 regulation will help continue this success and encourage job-creating investment in emissions control equipment manufacturing. A final rule will also provide for harmonization of federal and states' vehicle emissions standards. This can help reduce the costs associated with both engine systems research and development and with vehicle production and after-market maintenance and performance.

To meet the Tier 3 and greenhouse gas requirements and achieve maximum benefits for air quality, vehicle efficiency, and long-term vehicle performance, the final rule must quickly reduce sulfur content in gasoline to the lowest levels possible. Many petroleum refiners already produce low sulfur fuel, and some are exporting record quantities to overseas markets. Lower-sulfur fuels will provide more opportunities to introduce new high efficiency engine technologies and increase the performance of emission catalysts.

I strongly encourage quick promulgation of the Tier 3 rule to provide ample time for automakers and their suppliers to meet Model Year 2017 design, engineering and production requirements. Doing so will help create and maintain jobs in this important sector and deliver air quality benefits at the lowest cost for consumers. Thank you for your attention to this important matter.

Sincerely,



Gary C. Peters
Member of Congress
Co-Chair, Congressional Automotive Caucus

DISTRICT OFFICE
400 Monroe Street Suite 290
Detroit, MI 48226
(313) 964-9960
FAX (313) 964-9959

WASHINGTON OFFICE
1609 Longworth House Office Building
Washington, DC 20515
(202) 225-5802
FAX (202) 226-2356

Congress of the United States
Washington, DC 20515

June 10, 2011

The Honorable Lisa Jackson
Administrator
U.S. Environmental Protection Agency
1200 Pennsylvania Avenue N.W.
Washington, DC 20004

Dear Administrator Jackson,

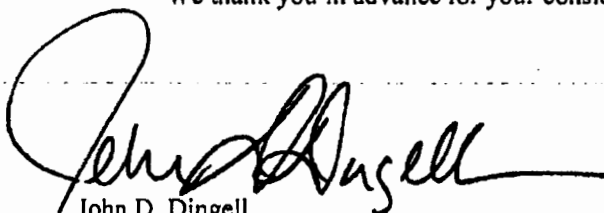
On May 3, 2011, the Environmental Protection Agency (EPA) published in the Federal Register a proposed rule for national emission standards for hazardous air pollutants from coal and oil-fired electric generation – the so-called “Utility MACT” rule. This proposed rule, unparalleled in its size and scope for maximum achievable control technology rule, presents a set of new regulations with possible wide-reaching impacts on the way our country generates and consumes electricity. Accordingly, such a dense and wide-ranging rulemaking requires thorough analysis and evaluation by stakeholders. We are writing to request that EPA extend the comment period beyond the 60 days, to a total of 120 days, in order to allow for the necessary analysis and ultimate comments on this very complex proposed rule.

Like you, we believe constructive efforts must be made to reduce harmful emissions from our nation’s electric utilities for the betterment of human health and the environment; this is the meritorious goal of the Clean Air Act. At the same time, we also must be mindful of the economic impact new regulations could have, especially with the complexity and breadth of applicability for this proposed rule being so significant. By EPA’s own analysis, this proposed rule will cost nearly \$11 billion per year with retail electricity rates increasing by an average of 3.7% annually.

Moreover, errors in calculations have come to light since the rule was proposed on May 3. While EPA states that the errors will not have a significant impact on the limit for mercury at existing power plants, we believe that the public should have ample opportunity to examine the revised mercury calculations and comment on them.

A request for an extension of the comment period would be consistent with the consent decree issued by the U.S. District Court for the District of Columbia in April, 2010 where the court provides that EPA may modify the rulemaking process beyond the November deadline by providing notice and reasons for a modification. Clearly, the importance and complexity of this proposed rule, and the concerns cited above, warrant additional time for public consumption.

We thank you in advance for your consideration.



John D. Dingell
Member of Congress



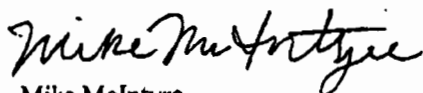
Tim Holden
Member of Congress



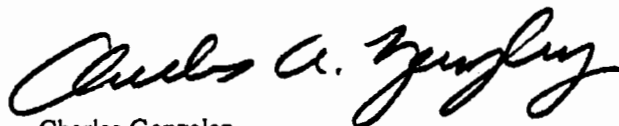
Mike Ross
Member of Congress



John Barrow
Member of Congress



Mike McIntyre
Member of Congress



Charles Gonzalez
Member of Congress



Jim Matheson
Member of Congress



Hansen Clarke
Member of Congress



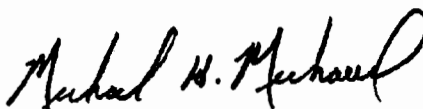
Mark Critz
Member of Congress



Dan Boren
Member of Congress



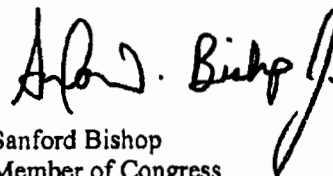
Edolphus Towns
Member of Congress



Michael Michaud
Member of Congress




Nick J. Rahall
Member of Congress



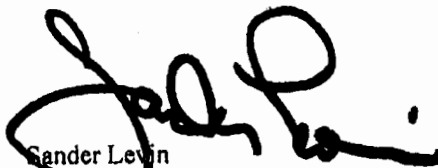
Sanford Bishop
Member of Congress




Michael Doyle
Member of Congress



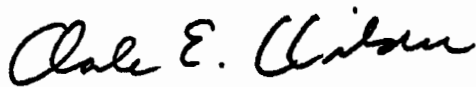
Terri A. Sewell
Member of Congress



Sander Levin
Member of Congress


Jason Altmire
Member of Congress


Gary Peters
Member of Congress



Ben Chandler
Member of Congress


Dale Kildee
Member of Congress



Gene Green
Member of Congress


G.K. Butterfield
Member of Congress


Larry Kissell
Member of Congress


Jerry Costello
Member of Congress


David Scott
Member of Congress


Joe Donnelly
Member of Congress



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
WASHINGTON, D.C. 20460

JUN 21 2011

OFFICE OF
AIR AND RADIATION

The Honorable Gary Peters
U.S. House of Representatives
Washington, DC 20515

Dear Congressman Peters:

Thank you for the letter of June 10, 2011, requesting an extension of the public comment period for the proposed "National Emission Standards for Hazardous Air Pollutants from Coal- and Oil-fired Electric Utility Steam Generating Units and Standards of Performance for Fossil-Fuel-Fired Electric Utility, Industrial-Commercial-Institutional, and Small Industrial-Commercial-Institutional Steam Generating Units" (the Mercury and Air Toxics Standards rule), which was published in the *Federal Register* on May 3, 2011. The proposal identified a public comment period of 60 days; that period would end on July 5, 2011. The U.S. Environmental Protection Agency (EPA) is extending the comment period by 30 days to August 4.

While we are extending the comment period, we are not seeking to extend the November 16, 2011 deadline for signature of the final rule, and remain committed to meeting that deadline.

The 30-day extension will have the effect of providing the public with a 140-day period to review the proposal. As you know, interested parties were aware of the posting on March 16, 2011 of the signed proposal on EPA's website (<http://www.epa.gov/ttn/atw/utility/utilitypg.html>), along with much of the pertinent supporting documentation (including the analyses used in establishing the proposed emission limits and the technical support documents). The proposal was published a little over 6 weeks later, on May 3, marking the beginning of the formal public comment period. Thus, as of August 4, the public will have been provided with approximately 140 days in total in which to review and provide written comments on the proposed rule and supporting documents and at least 60 days for other documentation that was not loaded onto the website until sometime after signature of the proposed rule. This comment period is significantly longer than statutorily required; however, given some of the substantive issues specific to this rulemaking, we are extending the period during which the public can submit comments.

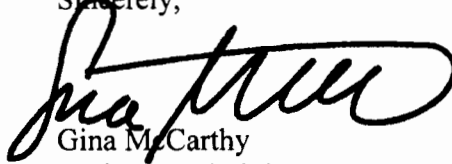
In the context of our commitment to meet the November 16 deadline for issuing the final rule, it is worth noting that others have reported to the agency that many companies have already made decisions in anticipation of the November 16, 2011 final rule. Most notably, companies have participated in capacity auctions for 2015 in which they factored in the existence of the Mercury and Air Toxics Standards rule. For example, in the PJM region, which includes 54 million customers in 13 Mid-Atlantic and Midwestern states, companies have committed resources (including existing power plants, new plants, upgraded plants, and energy efficiency and demand response) necessary to meet the region's 2015

power needs. These companies are now, in effect, financially bound to meet these commitments. A similar capacity auction has also been conducted by ISO-New England with bidding reflecting the costs of conforming with the rule.

Other system operators have undertaken planning, analysis, and related activities in preparation for compliance with the rule as well. These ongoing activities suggest that the regulated community would benefit at this point from the final rule being promulgated on schedule, as that would ensure that the affected companies and system operators were provided with full information on their compliance obligations under the rule. For these reasons – and in view, of course, of the crucial public health benefits provided by the rule, we believe that it is important to maintain the November 16 signature date for the Mercury and Air Toxics Standards rule.

Again, thank you for your letter. If you have further questions, please contact me, or your staff may call Josh Lewis in EPA's Office of Congressional and Intergovernmental Relations at (202) 564-2095.

Sincerely,

A handwritten signature in black ink, appearing to read "Gina McCarthy", written over the printed name.

Gina McCarthy
Assistant Administrator

AL 10-000-1359

Gary C. Peters
MEMBER OF CONGRESS
9TH DISTRICT, MICHIGAN
www.peters.house.gov

Congress of the United States
House of Representatives
Washington, DC 20515

COMMITTEE ON FINANCIAL SERVICES
CAPITAL MARKETS, INSURANCE, AND
GOVERNMENT-SPONSORED ENTERPRISES
INTERNATIONAL MONETARY POLICY AND
TRADE
COMMITTEE ON SCIENCE AND
TECHNOLOGY
TECHNOLOGY AND INNOVATION

January 25, 2010

Bharat Mathur
Acting Regional Administrator
US EPA Region 5
77 W. Jackson Blvd.
Chicago, IL 60604

Re: EPA RFP #OAR-OTA-09-10

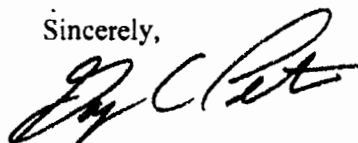
Dear Mr. Mathur,

I am writing in regards to a grant proposal submitted by Rochester Schools on behalf of the Rochester and Avon Schools Coalition under the National Clean Diesel Funding Assistance Program.

This grant award would help reduce school bus idling in the community and around schools and improve the air that our students breathe. In addition, it would reduce fuel consumption by approximately 20,000 gallons of gasoline per year, resulting in significant savings for taxpayers. The grant award would lower the emissions of dangerous emissions, such as fine particulate mater, CO2, and NOx. Finally, the proposal has the added benefit of protecting jobs in Oakland County and in other areas of Michigan, as the products utilized by this grant will be installed using U.S. labor and the idle reduction technologies are manufactured and assembled in Michigan. I feel strongly that this award supports our common goal of environmental stewardship and efficient use of tax dollars.

I urge you to give this application your fullest consideration.

Sincerely,



Gary C. Peters
Member of Congress

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FAX (248) 273-4704

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WASHINGTON, DC 20515
(202) 225-5802
FAX (202) 226-2356



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
WASHINGTON, D.C. 20460

FEB 24 2010

OFFICE OF
AIR AND RADIATION

The Honorable Gary C. Peters
U.S. House of Representatives
Washington, D.C. 20515

Dear Congressman Peters:

Thank you for your letter of January 25, 2010, to Bharat Mathur, Acting Regional Administrator of the U.S. Environmental Protection Agency (EPA) Region 5 office. Your letter is in support of Rochester Community Schools, who is applying on behalf of Rochester and Avon Schools Coalition for federal grant assistance for a diesel emissions reduction project.

The request for applications for our recent National Clean Diesel Funding Assistance Program competition closed on December 8, 2009. EPA received the application from Rochester Community Schools before the deadline and it is therefore eligible to be considered for funding. EPA received 65 applications in response to the competition in EPA's Region 5 (which includes Michigan). These applications requested funding totaling approximately \$81 million. EPA is presently evaluating all grant applications and plans to announce the winners of the competition in the next few months.

EPA appreciates your interest in, and support of, the National Clean Diesel Campaign. The support and interest from members of Congress, as well as industry and corporate partners, educators, environmental groups, public health officials, and other community leaders who are committed to protecting our nation's health and modernizing America's in-use diesel fleet is important. This program allows us to work together to achieve the overall goal of reducing the public's exposure to air pollution from the existing fleet of diesel engines.

Again, thank you for your letter. If you have further questions, please contact me or your staff may call Diann Frantz in EPA's Office of Congressional and Intergovernmental Relations at (202) 564-3668.

Sincerely,

A handwritten signature in black ink, appearing to read "Gina McCarthy", is written over a horizontal line.

Gina McCarthy
Assistant Administrator

AL-09-001-7881

Gary C. Peters
MEMBER OF CONGRESS
9TH DISTRICT, MICHIGAN
www.peters.house.gov

Congress of the United States
House of Representatives
Washington, DC 20515

COMMITTEE ON FINANCIAL SERVICES
CAPITAL MARKETS, INSURANCE, AND
GOVERNMENT-SPONSORED ENTERPRISES
INTERNATIONAL MONETARY POLICY AND
TRADE
COMMITTEE ON SCIENCE AND
TECHNOLOGY
TECHNOLOGY AND INNOVATION

November 19, 2009

The Honorable Lisa Jackson
Administrator
U.S. Environmental Protection Agency
1200 Pennsylvania Avenue, N.W.
Washington, DC 20460

Dear Administrator Jackson:

Thank you for your leadership of the Environmental Protection Agency and attention to programs funded under the American Recovery and Reinvestment Act (ARRA). These programs continue to provide critical resources to communities and I commend you for your stewardship in this area. In particular, the Clean Water State Revolving Fund has been of great interest to my district. However, several concerns have recently arisen regarding the ability for a township to award a contract to an entity other than the lowest bidder. The Township is interested in understanding if they would jeopardize ARRA dollars with such an action, and if these monies would further be jeopardized if the lowest bidder files a complaint against the Township.

I have attached the letter for your review, and would appreciate any guidance EPA could provide on this matter. Please feel free to contact me or Carly Hepola on my staff at (202) 225-5802 or Carly.Hepola@mail.house.gov. Thank you for your attention to this request.

Sincerely,



Gary C. Peters
Member of Congress

Attachment

DISTRICT OFFICE
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FAX (248) 273-4704

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WASHINGTON, DC 20515
(202) 225-5802
FAX (202) 226-2356

Michele Economou Ureste
Supervisor

Catherine Shaughnessy
Township Clerk

Teri Weingarden
Treasurer



Lawrence Brown
Township Trustee

Gene Farber
Township Trustee

Steven Kaplan
Township Trustee

Howard Rosenberg
Township Trustee

November 18, 2009

Dear Congressman Gary Peters,

The Charter Township of West Bloomfield requires assistance in an issue regarding ARRA stimulus funds for a Clean Water State Revolving Fund project. The Township has been issued an Administrative Consent Order for sanitary sewer improvements in the Evergreen Farmington District. We have successfully applied for Clean Water State Revolving Funds and have conducted a request for proposal. The Buy American (ARRA Section 1605) language was used verbatim in our RFP.

Our dilemma is that the lowest bidder, Liquiforce, is a Canadian-owned and operated company with a Romulus, Michigan satellite office and it complies with all of the requirements in our RFP, including the Buy American clause. Our 7-member Democratic Board voted last evening in favor to bid the stimulus-funded project to Liquiforce, as our General Counsel and Engineer claimed that we would lose the stimulus funds for the project if we awarded it to the second-lowest bidder (a U.S.-based international company, Insttufom) and the lowest bidder, Liquiforce, filed a complaint. The media is covering this issue. I initially voted against awarding the contract to Liquiforce and changed my vote later in the meeting to be on the prevailing side to allow me to make a reconsideration motion at our next Board meeting this Thursday, 11/19, at 12:15 p.m.

My questions are as follows:

- If the township awards the CWSRF contract to the second lowest bidder and the lowest bidder files a complaint, will we lose our stimulus funds?
- Can we receive a written guarantee that we will not lose stimulus funding by issuing the contract to the second lowest bidder and U.S.-based company (as the lowest bidder will most assuredly protest)?
- Why doesn't the ARRA Section 1605 Buy American language make it explicitly clear that stimulus funds can only be awarded to U.S.-based companies, rather than just requiring US labor and materials for manufacturing the product? You will want to address this issue, as other municipalities will have the same issue.

Thank you for your assistance in this urgent and important matter.

Sincerest Regards,

Michele Economou Ureste
West Bloomfield Township Supervisor





UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
WASHINGTON, D.C. 20460

JAN 11 2010

OFFICE OF
WATER

The Honorable Gary C. Peters
United States House of Representatives
Washington, DC 20515

Dear Congressman Peters:

Thank you for your letter of November 19, 2009, to Lisa P. Jackson, Administrator of the U.S. Environmental Protection Agency (EPA), communicating the concerns of West Bloomfield Township Supervisor, Michele Economou Ureste. In particular, Ms. Ureste is concerned that the Township may lose funding provided under the American Recovery and Reinvestment Act (ARRA) for its project if it does not choose the lowest responsible bidder, a company headquartered in Canada. She also expressed the concern that a bid protest from the lowest responsible bidder may jeopardize funding.

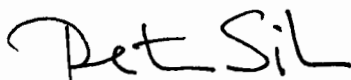
Federal procurement rules do not apply to funds awarded by State Revolving Fund programs (SRFs). It is essential for any recipient of funding to comply with State and local rules, regulations, and requirements. Therefore, the EPA cannot opine on whether the Township may award a contract to the second lowest responsible bidder.

Section 1605 of the ARRA requires that all iron, steel, and manufactured goods used in a project funded with ARRA funds be made in America. This requirement applies only to iron, steel, and manufactured goods, not to the location of incorporation of a contractor. Ms. Ureste states that the lowest responsible bidder is a foreign-owned corporation, but that it certifies that it will comply with all Buy American requirements under section 1605 of the ARRA. Therefore, section 1605 should not be used as a basis for disqualifying the lowest responsible bidder. However, as mentioned above, the selection of a bidder is a local matter.

Of greater importance is the ARRA requirement that all projects be under contract or construction by February 17, 2010, or the State will be subject to loss of funds. If the West Bloomfield project is not under contract by February 17, 2010, the Township will lose ARRA funding. The State will be forced to provide the funds to another community in advance of the deadline, or return the funds to EPA. Therefore, if a bid protest prevents the Township from signing the contract for construction of the project, the State may be forced to cancel the assistance agreement.

Again, thank you for your letter. If you have further questions, please contact me or your staff may call Greg Spraul, in EPA's Office of Congressional and Intergovernmental Relations, at (202) 564-0255.

Sincerely,

A handwritten signature in black ink that reads "Pet Sil". The "P" is large and loops around the "et", and "Sil" is written in a cursive style.

Peter S. Silva
Assistant Administrator

AL - 09-001-9734



THE NORTHEAST-MIDWEST CONGRESSIONAL COALITION
GREAT LAKES TASK FORCE

December 17, 2009

The Honorable Jo-Ellen Darcy
Assistant Secretary of the Army, Civil Works
U.S. Department of the Army
108 Army Pentagon, Room 3E446
Washington, DC 20310-0108

The Honorable Lisa Jackson
Administrator
U.S. Environmental Protection Agency
1200 Pennsylvania Ave., N.W.
Washington, DC 20460

Admiral Thad W. Allen
Commandant
United States Coast Guard
2100 Second St., S.W.
Washington, DC 20593

The Honorable Sam D. Hamilton
Director
U.S. Fish & Wildlife Service
1849 C Street, NW
Washington, DC 20240

Dear Secretary Darcy, Administrator Jackson, Admiral Allen, and Director Hamilton:

We are writing today to emphasize the urgency for keeping the Asian carp out of the Great Lakes. Recently, testing has found genetic material from Asian carp above the electric dispersal barrier in the Chicago Sanitary and Shipping Canal. We urge all of your agencies to work cooperatively and expeditiously to prevent the carp from entering the Great Lakes.

Specifically, we urge your agencies to immediately consider:

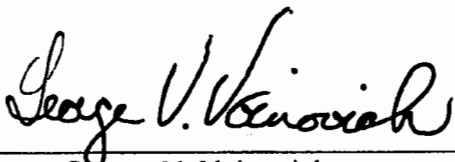
- Implementing the recommendations of the Asian Carp Rapid Response Project. This project is a federal/non-federal partnership of leading experts.
- Closing the O'Brien and Chicago Locks if there is reasonable likelihood that Asian carp are above the barrier.
- Continuing the use of piscicides as a rapid response measure.
- Creating a permanent hydrological separation between the Great Lakes and the Canal.
- Increasing the voltage of the electric dispersal barrier to prevent Asian carp of any size from crossing the barrier.
- Drafting and approving the planned interim reports as part of the Efficacy Study, which was authorized under section 3061 of WRDA 2007, in order for the Corps of Engineers to take action to prevent Asian carp from bypassing the existing electric dispersal barrier project in the Chicago Sanitary and Ship Canal.

In addition to finding positive eDNA in the Canal, genetic material was also found in the Des Plaines River, north of the electric dispersal barrier. Given the risk that the carp could bypass the barrier if the Des Plaines River were to flood, Congress provided the Corps with additional authority in the Fiscal Year 2010 Energy and Water Appropriations bill to prevent this from happening. We understand that work on this report is on-going, and it is urgent that an interim report be finalized soon.

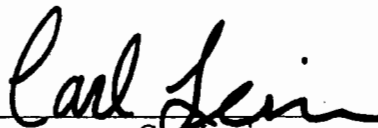
Finally, we encourage you to carefully consider your Fiscal Year 2011 budget needs for the barrier project and Asian carp efforts. Over the life of the barrier project, Congress has had to provide new authority and new funding on multiple occasions, and a comprehensive, planned approach would be more effective.

There may be no greater threat to the ecosystem of the Great Lakes than the introduction of the Asian carp, and we must do all that we can to prevent this from happening. We appreciate your attention to this urgent matter and look forward to your response.

Sincerely,



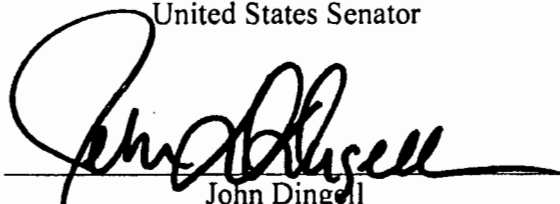
George V. Voinovich
United States Senator



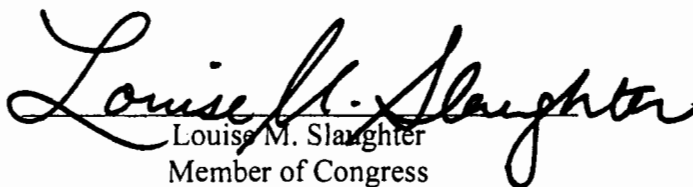
Carl Levin
United States Senator



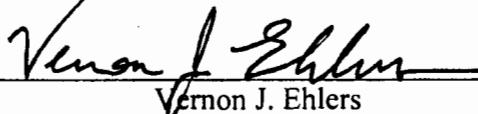
Mark Kirk
Member of Congress



John Dingell
Member of Congress



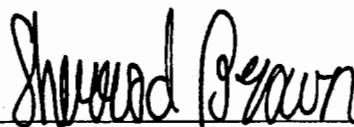
Louise M. Slaughter
Member of Congress



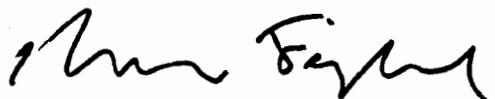
Vernon J. Ehlers
Member of Congress



Debbie Stabenow
United States Senator



Sherrod Brown
United States Senator



Russell Feingold
United States Senator



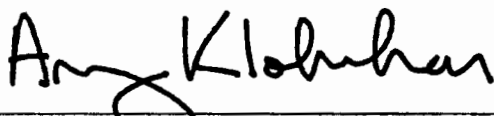
Robert Casey, Jr.
United States Senator



Herb Kohl
United States Senator



Roland Burris
United States Senator



Amy Klobuchar
United States Senator



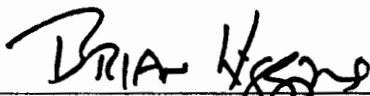
Al Franken
United States Senator



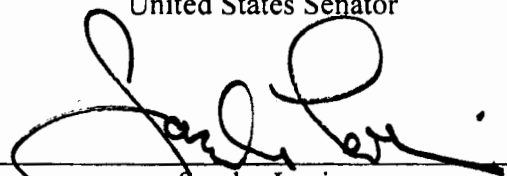
Charles Schumer
United States Senator



Kristen E. Gillibrand
United States Senator



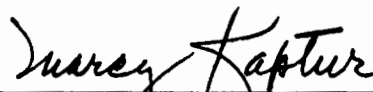
Brian Higgins
Member of Congress



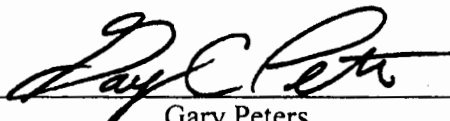
Sander Levin
Member of Congress



Gwen Moore
Member of Congress



Marcy Kaptur
Member of Congress



Gary Peters
Member of Congress



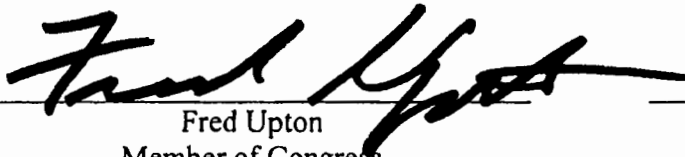
Judy Biggert
Member of Congress



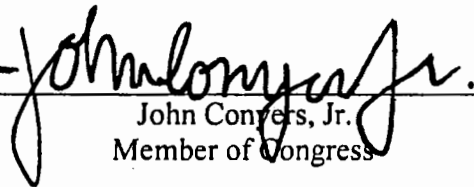
Betty Sutton
Member of Congress



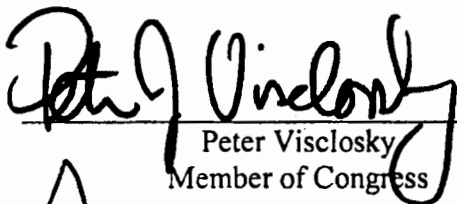
Mike Quigley
Member of Congress



Fred Upton
Member of Congress



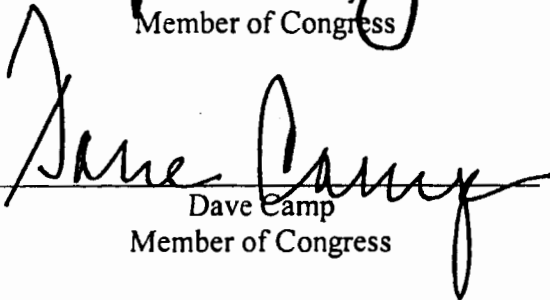
John Conyers, Jr.
Member of Congress



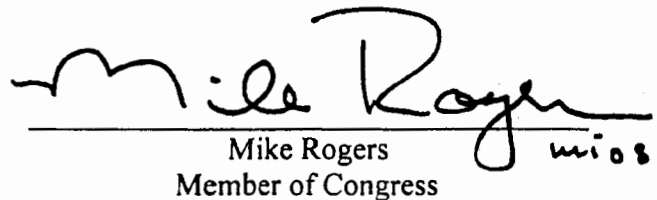
Peter Visclosky
Member of Congress



Candice Miller
Member of Congress



Dave Camp
Member of Congress



Mike Rogers
Member of Congress



Tammy Baldwin
Member of Congress



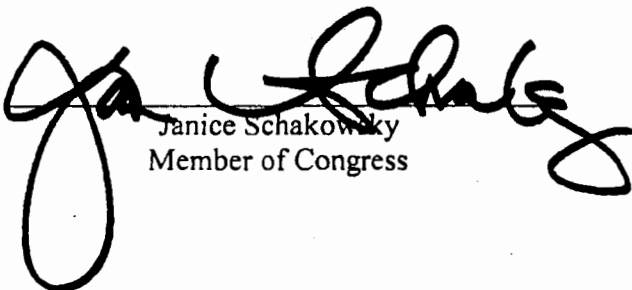
Dale Kildee
Member of Congress



Steven LaTourette
Member of Congress



Kathy Dahlkemper
Member of Congress



Janice Schakowsky
Member of Congress



Mark Schauer
Member of Congress



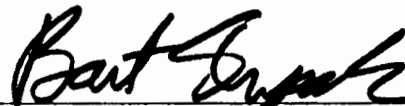
Thaddeus McCotter
Member of Congress



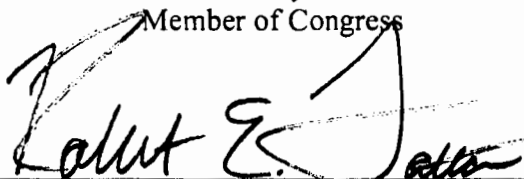
Pete Hoekstra
Member of Congress



Tim Ryan
Member of Congress



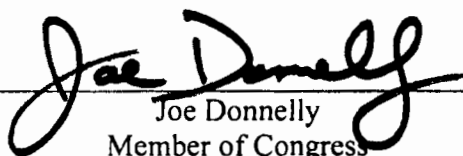
Bart Stupak
Member of Congress



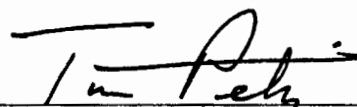
Robert Latta
Member of Congress



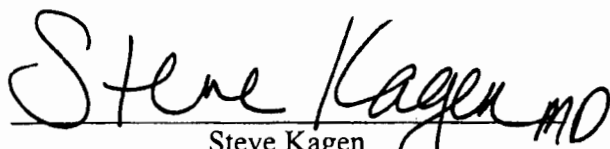
Charles Wilson
Member of Congress



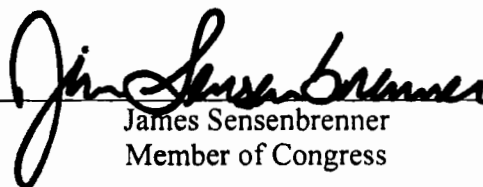
Joe Donnelly
Member of Congress



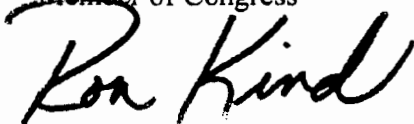
Thomas Petri
Member of Congress



Steve Kagen
Member of Congress



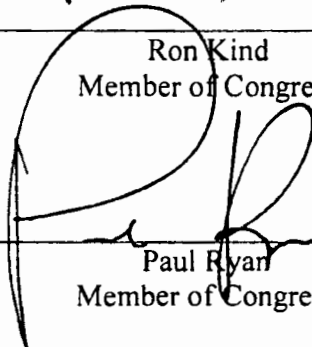
James Sensenbrenner
Member of Congress



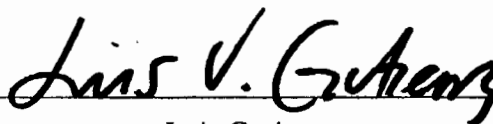
Ron Kind
Member of Congress



Carolyn Kilpatrick
Member of Congress



Paul Ryan
Member of Congress



Luis Gutierrez
Member of Congress

Congress of the United States
Washington, DC 20515

December 6, 2013

The Honorable Gina McCarthy
Administrator
U.S. Environmental Protection Agency
1200 Pennsylvania Avenue, N.W.
Washington, D.C. 20460

Dear Administrator McCarthy:

We write to invite you to attend the 2014 North American International Auto Show (NAIAS) in Detroit, Michigan, during the week of January 12, 2014.

The American automobile industry's creativeness will be on full display at NAIAS. A wide array of our domestic companies' fuel-efficient, safe, and attractive vehicle models will be available for all to see. We hope you – like Presidents, Vice Presidents, Cabinet members, and members of Congress before you – will attend NAIAS next January to judge for yourself the great progress American automakers have made in once again becoming globally competitive.

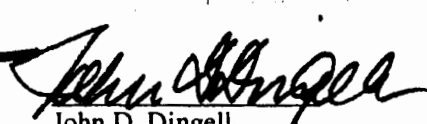
NAIAS is the automobile industry's most important annual event. In 2013, over 5,000 members of the press from 62 different countries attended the Show. Nearly 800,000 people attended the public portion of NAIAS, an almost 100,000-person increase over 2012, and the Show's charity portion raised \$3.9 million. Over 29,000 members of the automobile industry from nearly 2,000 companies and 25 countries around the world attended the Show's Industry Preview Days.

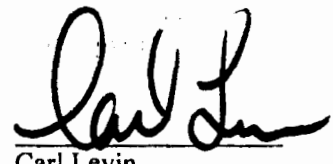
This year, 71 new vehicle models will be introduced at the Show, of which 45 will be for worldwide production and 10 for North American production. More than 5,000 members of the press and media have registered for the Show, including representatives from 41 states and 62 countries. Finally, according to Loomis Sayles & Company, the Show's total economic impact to the metropolitan Detroit area will total \$365 million.

We sincerely hope you will be able to join us at NAIAS next year to experience first-hand our automakers' dedication to being the best in the world, both now and in the future. Should you have any questions, please have your staff contact Katie Murtha in Congressman Dingell's office at 202-225-4071. Thank you for your kind consideration of our request.


Sincerely,

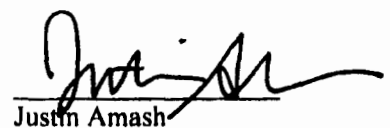

Debbie Stabenow
U.S. Senator


John D. Dingell
Member of Congress


Carl Levin
U.S. Senator


Dan Benishek
Member of Congress

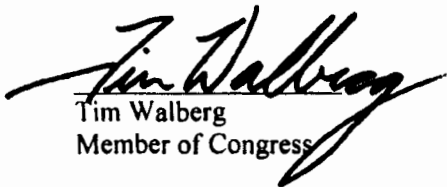

Bill Huizenga
Member of Congress

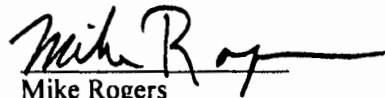

Justin Amash
Member of Congress

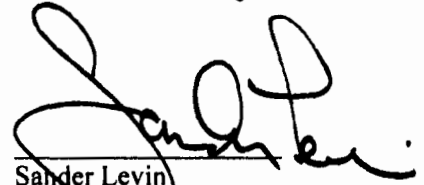

Dave Camp
Member of Congress

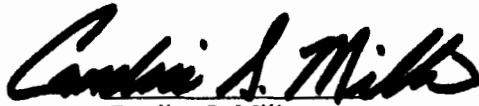

Dan Kildee
Member of Congress


Fred Upton
Member of Congress



Tim Walberg
Member of Congress

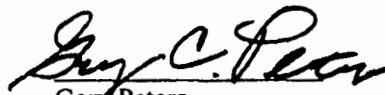

Mike Rogers
Member of Congress


Sander Levin
Member of Congress


Candice S. Miller
Member of Congress


Kerry Benavolio
Member of Congress


John Conyers
Member of Congress


Gary Peters
Member of Congress

AL 13-000-6454

Congress of the United States

Washington, DC 20515

June 17, 2013

Administrator Robert Perciasepe
Acting Administrator
U.S. Environmental Protection Agency
1200 Pennsylvania Avenue, N.W.
Washington, DC 20460-0001

Dear Administrator Perciasepe:

We are seeking clarification regarding the Environmental Protection Agency's (EPA) New Source Performance Standard (NSPS), Subpart UUU (40CFR, Part 60) for Calciners and Dryers in Mineral Processing Industries and recent enforcement actions against U.S. foundries. Specifically, we are concerned about why: a) EPA is enforcing the provisions of Subpart UUU against foundries when it never intended to include these type of facilities as a source category since metalcasting is not a mineral processing industry; and, b) why EPA has failed to promulgate an exemption for foundries from NSPS, Subpart UUU consistent with the original intent of the rule.

It is our understanding that it was not the EPA's intention to subject the foundry industry to this NSPS rule as metal casting is a separate industry from the mineral processors that Subpart UUU was intended to regulate. Furthermore, the original NSPS, Subpart UUU rule which was finalized in September 1992, did not list foundries as an affected industry nor did it designate applicable foundry Standard Industrial Classification (SIC) codes.

On April 22, 2008 (73 Fed. Reg. 21559), EPA proposed a regulation to specifically exempt foundries from the requirements of Subpart UUU (in part because the Agency never intended to cover foundries). The proposed regulatory language that EPA agreed to stated that, "processes used solely for the reclamation and reuse of industrial sand from metal foundries" shall be exempt from the requirements of Subpart UUU in the final rule. In April 2009 (74 Fed. Reg. 19294), EPA issued the final rule for Subpart OOO and noted in the preamble that it was not taking final action on the proposed revisions to Subpart UUU. It is our understanding that in subsequent discussions with EPA officials following the decision to take no final action on the exemption for foundries, EPA enforcement officials agreed that the Agency would not initiate enforcement actions against foundries for Subpart UUU requirements and would address the issue with individual facilities at the time of permit renewal.

In addition, EPA regions across the country have taken inconsistent positions on whether Subpart UUU should apply to foundry sand reclamation and reuse processes at foundries. Recently EPA Region V has initiated enforcement actions against foundries that included violations of Subpart UUU requirements. Although the recent enforcement actions are currently limited in geographic

scope to this region, we have significant concerns that enforcement efforts will be expanded to other areas in the country. As the EPA originally intended to exempt foundries from this regulation, we believe this new enforcement action is misguided.

EPA's recent efforts to impose Subpart UUU requirements on units used solely for the reclamation and reuse of industrial sand from foundries creates an unnecessary regulatory burden, uncertainty and increased costs for foundries. EPA Region V has initiated enforcement actions, even though the record is clear that Subpart UUU should not apply to foundries. By way of background, foundries are essential to the U.S. economy. Every sector relies on metal castings, with 90 percent of all manufactured goods and capital equipment incorporating engineered castings into their makeup. They produce castings that are integral to the automotive, construction, energy, aerospace, agriculture, plumbing, manufacturing, and national defense sectors. The American foundry industry provides employment for over 200,000 men and women directly and sustains thousands of other jobs indirectly. The industry supports a payroll of more than \$8 billion and sales of more than \$36 billion annually. Metalcasting plants are found in every state, and the industry is made up of predominately small businesses. Approximately 80 percent of domestic metalcasters have fewer than 100 employees.

Foundries utilize millions of tons of sand each year – these processing units serve to reclaim and reuse the sand. This process should be encouraged because they provide significant environmental benefits. Additionally, sand systems at foundries are already controlled by other air regulations.

It is clear to us that EPA's original rule did not intend for foundries to have to comply with NSPS, Subpart UUU. Consistent with its original intent of Subpart UUU, EPA must finalize a regulation to exempt foundries from the applicability of this regulation. Please provide a detailed explanation of how and when EPA plans to promulgate an exemption for foundries from NSPS, Subpart UUU. We appreciate your attention to this matter and look forward to your timely response.

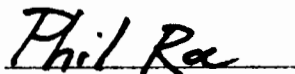
Sincerely,



Chuck Fleischmann
Member of Congress



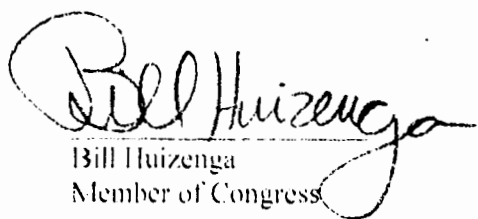
Gary Peters
Member of Congress

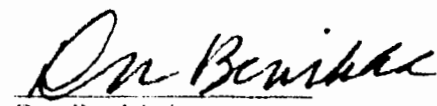


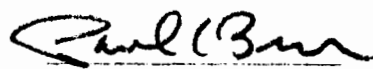
Phil Roe
Member of Congress



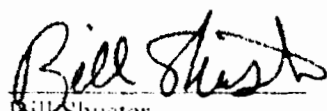
Joe Barton
Member of Congress

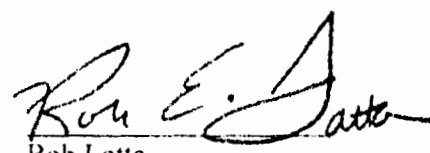

Bill Huizenga
Member of Congress

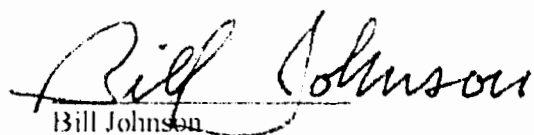

Dan Benishek
Member of Congress



Paul Broun
Member of Congress

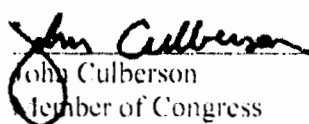

Lou Barletta
Member of Congress

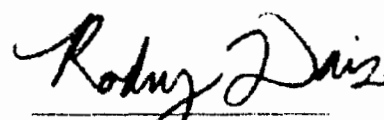

Bill Shuster
Member of Congress



Bob Latta
Member of Congress

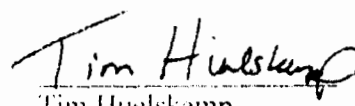

Bill Johnson
Member of Congress

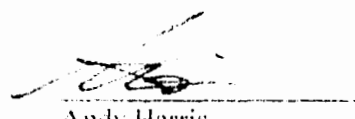

Hal Rogers
Member of Congress

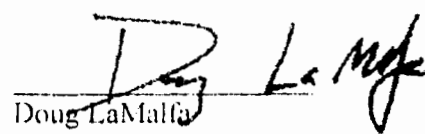

John Culberson
Member of Congress


Rodney Davis
Member of Congress


Cynthia Lummis
Member of Congress


Tim Huelskamp
Member of Congress


Andy Harris
Member of Congress


Doug LaMalfa
Member of Congress

Ralph M. Hall

Ralph Hall
Member of Congress

Larry Budshon

Larry Budshon
Member of Congress

Reid Ribble

Reid Ribble
Member of Congress

David Loebsack

David Loebsack
Member of Congress

Mario Diaz-Balart

Mario Diaz-Balart
Member of Congress

Robert Aderholt

Robert Aderholt
Member of Congress

Marsha Blackburn

Marsha Blackburn
Member of Congress

Lynn Westmoreland

Lynn Westmoreland
Member of Congress

Scott Perry

Scott Perry
Member of Congress

Jim Jordan

Jim Jordan
Member of Congress

Scott DesJarlais

Scott DesJarlais
Member of Congress

Gregg Harper

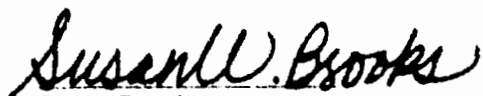
Gregg Harper
Member of Congress

Tom Graves

Tom Graves
Member of Congress

Tom Cole

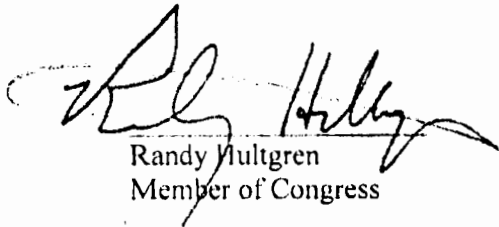
Tom Cole
Member of Congress



Susan Brooks
Member of Congress



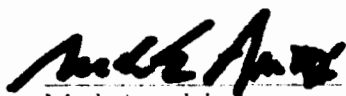
Jackie Walorski
Member of Congress



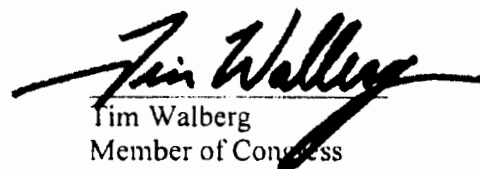
Randy Hultgren
Member of Congress



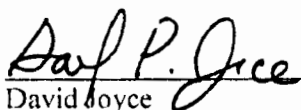
Steven Palazzo
Member of Congress



Mark Amodei
Member of Congress



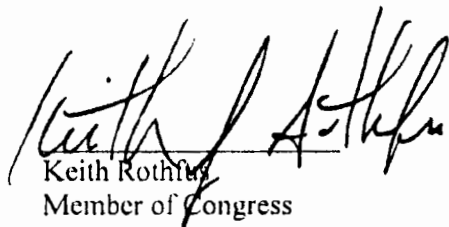
Tim Walberg
Member of Congress



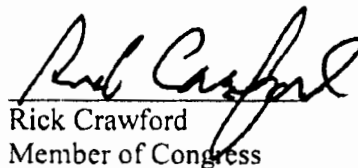
David Joyce
Member of Congress



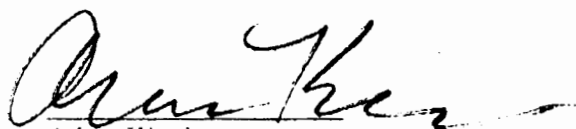
Peter Roskam
Member of Congress



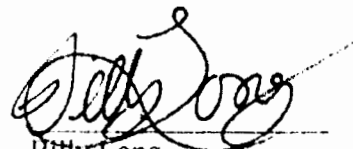
Keith Rothfus
Member of Congress



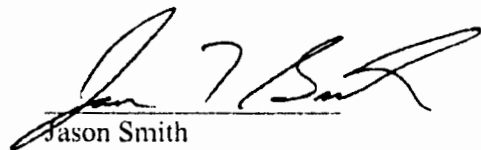
Rick Crawford
Member of Congress



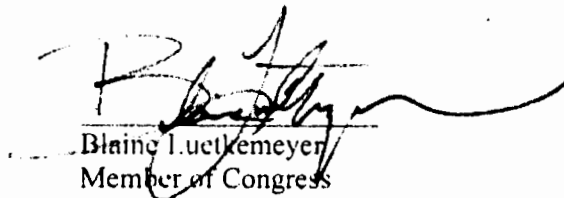
Adam Kinzinger
Member of Congress



Billy Long
Member of Congress



Jason Smith
Member of Congress



Blaine Luetkemeyer
Member of Congress



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
WASHINGTON, D.C. 20460

AUG 21 2013

ASSISTANT ADMINISTRATOR
FOR ENFORCEMENT AND
COMPLIANCE ASSURANCE

The Honorable Gary Peters
U.S. House of Representatives
Washington, D.C. 20515

Dear Congressman Peters:

Thank you for your June 17, 2013, letter to the U.S. Environmental Protection Agency regarding the Clean Air Act (CAA) New Source Performance Standards (NSPS) for Calciners and Dryers in the Mineral Processing Industries (40 CFR, Part 60), and the application of these standards to certain foundry operations. I welcome the opportunity to explain how the EPA addresses probable violations of the NSPS.

By way of background, the NSPS Subpart UUU applies to any facility which processes "industrial sand" in "calciners and dryers." As early as 1986, the EPA stated in the preamble to the Notice of Proposed Rulemaking that the rule "... would apply to new, modified, and reconstructed calciners and dryers at mineral processing plants." In both the proposed and the final rules, the EPA defined a mineral processing plant as "... any facility that processes or produces any of the following minerals" In the preamble and in the final rule, the EPA listed "industrial sand" as one of the listed minerals, and broadly defined the affected facility, "dryer," as "... the equipment used to remove uncombined (free) water from mineral material through direct or indirect heating." As a result, where foundries process the listed mineral "industrial sand," they meet the definition of "mineral processing plant," and the "calciners and dryers" that are used by these foundries to process the industrial sand are subject to NSPS Subpart UUU.

The National Industrial Sand Association confirms, on its website, that foundries are one of the primary users of the listed mineral industrial sand, stating that "... [i]ndustrial sand is an essential part of the ferrous and non-ferrous foundry industry." The Association goes on to further state that "... core sand can be thermally or mechanically recycled"

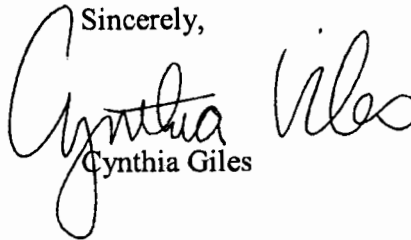
In April 2008, as part of the EPA's proposed amendments to the NSPS for Nonmetallic Mineral Processing Plants (Subpart OOO), we requested public comment on the applicability of Subpart UUU to sand and reclamation processes at metal foundries. The addition of this language in the Subpart OOO proposal coincided with inquiries regarding this issue by foundry industry representatives at that time. After further consideration, the EPA determined, for the reasons discussed above, that our prior interpretation that Subpart UUU applied to calciners and dryers processing industrial sand at foundries was correct. In addition, it was also determined that Subpart OOO was not the appropriate vehicle to take action on this matter because that Subpart dealt with a different industry sector.

Consequently, the EPA decided at that time that no further action to amend Subpart UUU, or otherwise change its applicability criteria, was necessary or appropriate. Should the agency decide to re-evaluate the applicability of this rule, it would generally do so under Section 111(b)(1)(B) of the CAA, which authorizes the agency to revise the NSPS from time-to-time. Subpart UUU is not currently scheduled for review under Section 111(b)(1)(B) of the CAA.

Based on the above rationale, the EPA is currently taking enforcement action in the EPA Region 5 for identified violations of NSPS Subpart UUU at subject foundries. There are 138 iron and steel foundries in Region 5. In the last two years, Region 5 has conducted compliance evaluations at 39 of these foundries and, thus far, has found 11 to be in violation of the Clean Air Act; only 3 of the 11 cases included violations of Subpart UUU. To remedy the currently identified Subpart UUU violations, the 3 affected facilities have agreed to conduct some additional testing. Thus far, no penalties have been assessed for the NSPS Subpart UUU violations.

Again, thank you for your letter. If you have further questions, please contact me, or your staff may call Pamela Janifer in the EPA Office of Congressional and Intergovernmental Relations at (202) 564-6969.

Sincerely,

A handwritten signature in black ink, appearing to read "Cynthia Viles". The signature is fluid and cursive, with the first name "Cynthia" being more prominent than the last name "Viles".

Cynthia Giles

AL 13-000-0278

Congress of the United States

Washington, DC 20515

December 28, 2012

The Honorable Lisa Jackson
Administrator
U.S. Environmental Protection Agency
1200 Pennsylvania Avenue, N.W.
Washington, D.C. 20460

Dear Administrator Jackson:

We write to invite you to attend the 2013 North American International Auto Show (NAIAS) in Detroit, Michigan, during the week of January 14, 2013.

The American automobile industry has made great strides in the few short years since the financial crisis of 2008. Millions of jobs were saved, and the domestic automakers were able to transform themselves once again into forward-thinking, viable companies. Show attendees will learn first-hand about the latest developments in the automobile industry by speaking directly to industry top executives.

Detroit shines when hosting NAIAS because it is a showcase for the ingenuity of the American automobile industry. For the past few years, the show has also highlighted the perseverance of domestic automakers, which have restructured themselves and are now competitive on a global scale. Presidents, Vice Presidents, Cabinet Members, and Members of Congress all have visited NAIAS over the years, and we hope you are able to attend. We sincerely hope you will come see the great advances American automakers have made in terms of fuel economy, automotive safety, and overall vehicle quality, as well as experience their ongoing commitment to those advances in next year's models and concept cars.

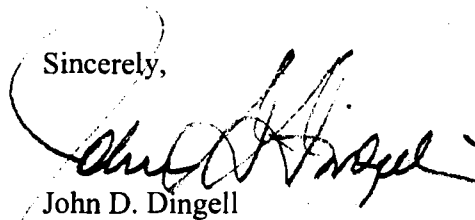
NAIAS is the automobile industry's most important event every year. In 2012, nearly 5,300 journalists from 58 countries around the world attended the show. Over 770,000 people attended the public portion of the show, and its charity events raised \$3 million. Over 23,000 automotive professionals alone representing almost 2,000 companies attended the show's Industry Preview Days.

We sincerely hope you will attend NAIAS next January to see first-hand and judge for yourself our automakers' dedication to being the best in the world, both now and in the future. Thank you for your consideration of this request. Should you have any questions, please have your staff contact Katie Murtha, who is coordinating this event, in Representative Dingell's office at 202-225-4071.

Sincerely,



Debbie Stabenow
U.S. Senator



John D. Dingell
Member of Congress




Carl Levin
U.S. Senator




Fred Upton
Member of Congress



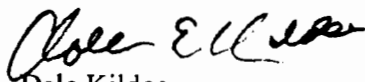
Dave Camp
Member of Congress



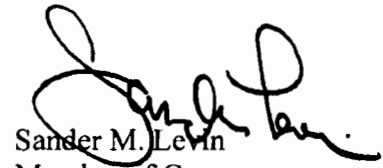
John Conyers
Member of Congress




Mike Rogers
Member of Congress



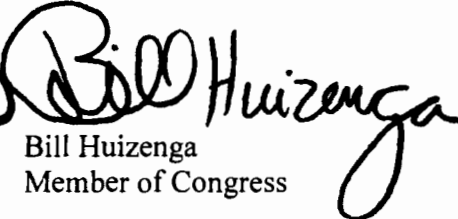
Dale Kildee
Member of Congress




Sander M. Levin
Member of Congress



Candice Miller
Member of Congress



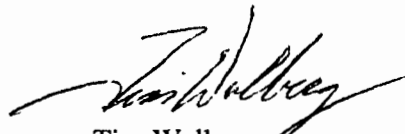
Bill Huizenga
Member of Congress



David Curson
Member of Congress



Gary Peters
Member of Congress



Tim Walberg
Member of Congress



Hansen Clarke
Member of Congress

AL 12-001 - 2394

Congress of the United States
Washington, DC 20515

July 24, 2012

The Honorable Lisa P. Jackson
Secretary
Environmental Protection Agency
1200 Pennsylvania Avenue, N.W.
Washington, DC 20460

Lieutenant General Thomas P. Bostick
Commanding General and Chief of Engineers
United States Army Corps of Engineers
1400 Defense Pentagon
Washington, DC 20301

Dear Secretary Jackson and Lt. Gen. Bostick:

We write to bring to your attention the Binational Ecological Risk Assessment of Bigheaded Carps for the Great Lakes Basin, a peer-reviewed report by American and Canadian scientists with the Department of Fisheries and Oceans Canada.

This report sheds valuable light on the disastrous consequences Bigheaded Carp (Asian Carp) pose to the Great Lakes and warns of the imminence of their irreversible introduction into the Great Lakes. It calls for immediate prevention activities to parallel our ongoing long-term efforts to reduce the probability of introduction into the Great Lakes.

This report identifies the Chicago Area Waterway System as the most likely entry point of the Asian Carp into the Great Lakes. The recent decision by the United States Army Corps of Engineers to accelerate its study of how to prevent the spread of these invasive species between the Great Lakes and Mississippi River watersheds was significant. And, the inclusion of the Stop Invasive Species Act in the transportation authorization bill recently signed into law was also crucial. However, the alarming discovery of six positive eDNA samples for Asian Carp in Lake Erie underscores the need for broader, more aggressive - indeed immediate - action to interrupt this invasion and subsequent ecological consequences.

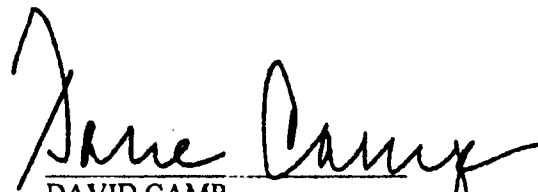
The establishment of the Asian Carp Regional Coordinating Commission, the vast resources the Great Lakes Restoration Initiative has devoted, and works done by non-governmental organizations, the Environmental Protection Agency, the Army Corps of Engineers, and several other federal and state agencies efforts are evidence of the broad recognition of the scope of this threat. Still, this report's conclusions highlight that while all parties realize the size of the threat, they may not grasp the immediacy with which we must act.

As Members of Congress who represent areas within the Great Lakes Basin that rely on its irreplaceable natural resources, we support the findings of this study and strongly urge immediate action to reduce the threat of Asian Carp and its economic, environmental, and ecological consequences.

Thank you for your attention to this matter.

Sincerely,



BRIAN HIGGINS
Member of Congress


DAVID CAMP
Member of Congress

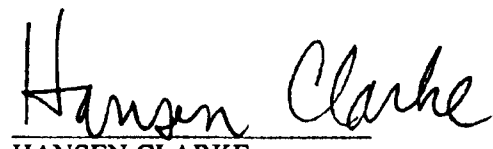

PAUL RYAN
Member of Congress



MIKE QUIGLEY
Member of Congress



KATHLEEN HOCHUL
Member of Congress



FRED UPTON
Member of Congress

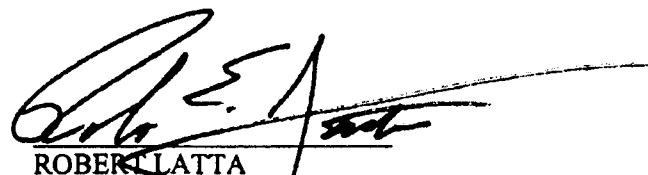

STEVE LATOURETTE
Member of Congress



HANSEN CLARKE
Member of Congress



JOHN CONYERS
Member of Congress


GARY PETERS
Member of Congress



MIKE ROGERS
Member of Congress


ROBERT LATTA
Member of Congress


BETTY SUTTON
Member of Congress


DENNIS KUCINICH
Member of Congress


MARCY KAPTUR
Member of Congress


TIM WALBERG
Member of Congress

Congress of the United States
Washington, DC 20515

December 8, 2010

Lisa Jackson, Administrator
U.S. Environmental Protection Agency
1200 Pennsylvania Avenue, NW
Washington, DC 20460

Ray LaHood, Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Administrator Jackson and Secretary LaHood:

We are writing regarding the Environmental Protection Agency's and the Department of Transportation's proposed redesign of fuel economy labels, as required by the Energy Independence and Security Act (EISA) of 2007.

As you know, the Energy Independence and Security Act of 2007 (EISA) mandated that the DOT issue a rulemaking implementing this law. On September 23, both EPA and DOT issued a notice of proposed rulemaking.

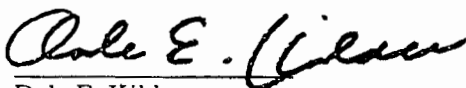
The proposed rule presents two primary label options. Label 1 minimizes miles per gallon (mpg), an objective measure of the fuel economy performance of a vehicle, in favor of a prominently displayed subjective "letter grade". In contrast, Label 2 focuses on the mpg metric and implements the other information Congress required under EISA. Consumers are very familiar with the mpg metric and rely on it when purchasing a new motor vehicle.

Additionally, unlike the mpg metric, the proposed grading system is biased in favor of certain types of vehicles. The "A" and "A+" categories are reserved for a very narrow range of vehicles, i.e., battery electric vehicles and plug-in hybrids. However, a fuel efficient, clean diesel vehicle would be penalized with a low or mediocre grade. Similarly, most fuel efficient SUVs and pickup trucks would rate no higher than a "C+".

We hope you will agree that it is essential for consumers to have clear and concise information about the fuel economy performance of their vehicle. However, Label 1 marginalizes the most important piece of information on the fuel economy sticker, namely the fuel economy of the vehicle. Moreover, Label 1 unfairly promotes certain vehicles over others.

We believe that Label 2 better serves the needs of the consumer by continuing to prominently display the mpg of the vehicle, and is consistent with the statutory intent of EISA. Although the deadline for public comment has passed, we appreciate your agencies allowing us to submit this letter for the public record.

Sincerely,



Dale E. Kildee
Member of Congress



Steve LaTourette
Member of Congress

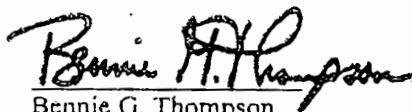
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Greg Walden
Member of Congress



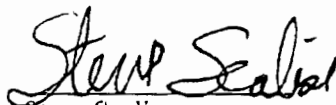
André Carson
Member of Congress



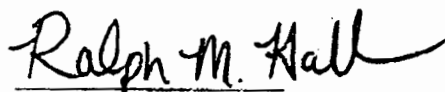
Bennie G. Thompson
Member of Congress



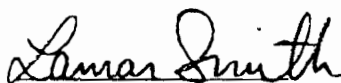
Joseph R. Pitts
Member of Congress



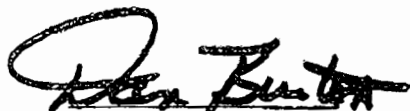
Steve Scalise
Member of Congress



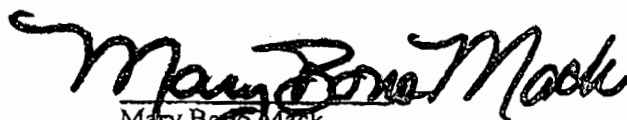
Ralph M. Hall
Member of Congress



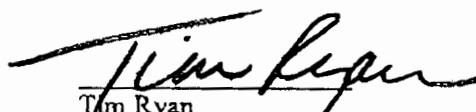
Lamar Smith
Member of Congress



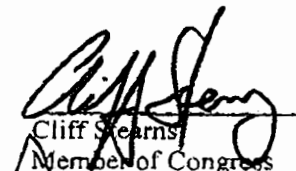
Dan Burton
Member of Congress



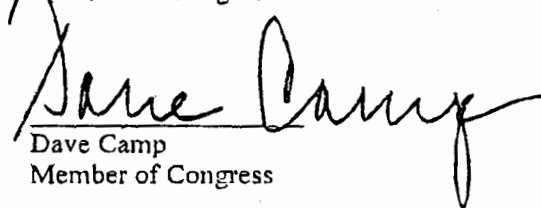
Mary Bono Mack
Member of Congress



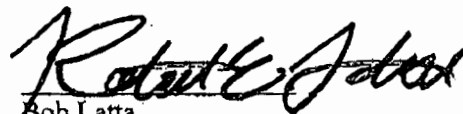
Tim Ryan
Member of Congress



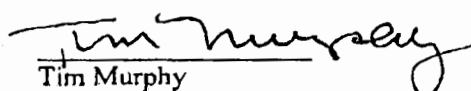
Cliff Stearns
Member of Congress



Dave Camp
Member of Congress



Bob Latta
Member of Congress



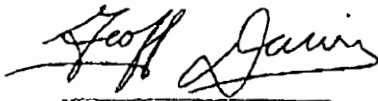
Tim Murphy
Member of Congress



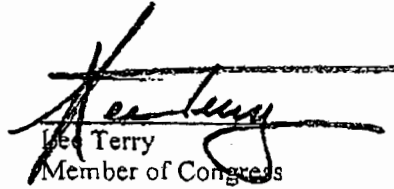
Dan Lungren
Member of Congress



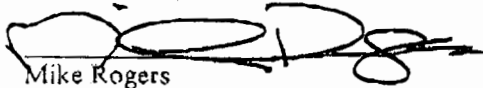
Judy Biggert
Member of Congress



Geoff Davis
Member of Congress



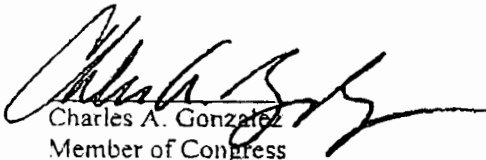
Lee Terry
Member of Congress



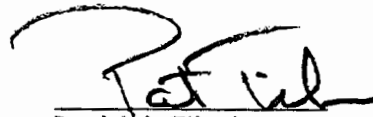
Mike Rogers
Member of Congress



Candice S. Miller
Member of Congress



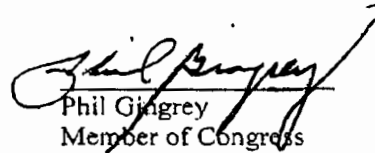
Charles A. Gonzalez
Member of Congress



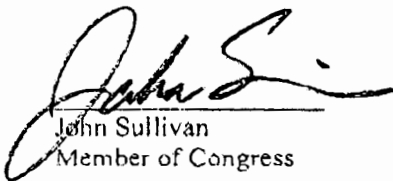
Patrick J. Tiberi
Member of Congress



Brett Guthrie
Member of Congress



Phil Gingrey
Member of Congress



John Sullivan
Member of Congress



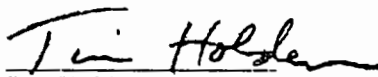
Scott Garrett
Member of Congress



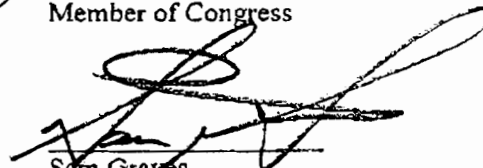
Elton Gallegly
Member of Congress



Jim Matheson
Member of Congress



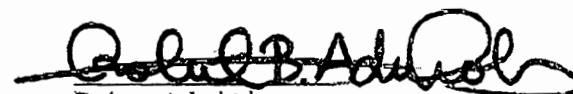
Tim Holden
Member of Congress



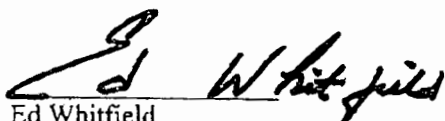
Sam Graves
Member of Congress

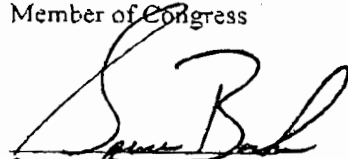


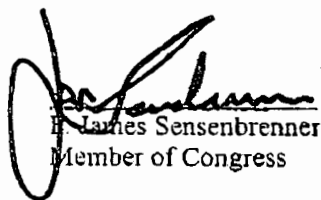
Mike Ross
Member of Congress

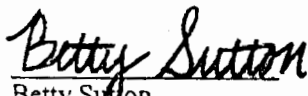


Robert Aderholt
Member of Congress


Ed Whitfield
Member of Congress


Spencer Bachus
Member of Congress

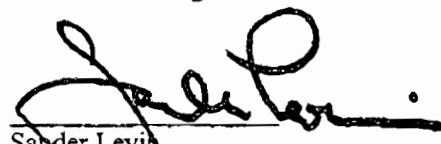

James Sensenbrenner
Member of Congress


Betty Sutton
Member of Congress

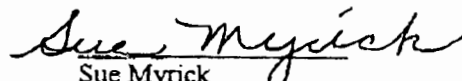

Donald A. Manzullo
Member of Congress

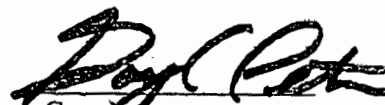

Todd Akin
Member of Congress

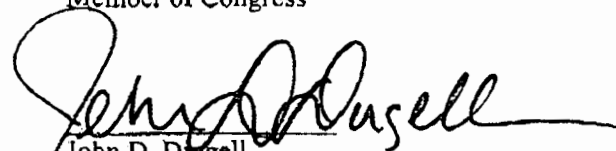

Thaddeus McCotter
Member of Congress

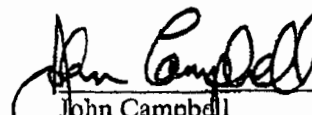

Sahder Levitt
Member of Congress

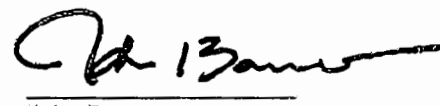

G.K. Butterfield
Member of Congress


Sue Myrick
Member of Congress


Gary Peters
Member of Congress

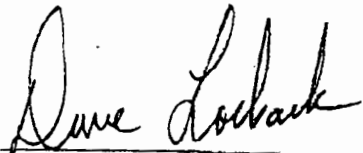

John D. Dingell
Member of Congress


John Campbell
Member of Congress


John Barrow
Member of Congress


Marsha Blackburn
Member of Congress

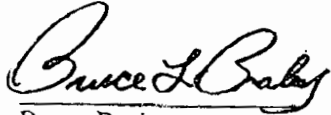

Mike Simpson
Member of Congress



Dave Loebsack
Member of Congress



Mark Schauer
Member of Congress



Bruce Braley
Member of Congress



The Honorable Gary Peters
U.S. House of Representatives
Washington, DC 20515

JAN 21 2011

Dear Congressman Peters:

Thank you for your letter, cosigned by your congressional colleagues, which provides the U.S. Environmental Protection Agency (EPA) and National Highway Traffic Safety Administration (NHTSA) with comments on the proposed Fuel Economy Label rulemaking. We value your interest in this proposal and have submitted your letter to the rulemaking docket.

We appreciate the concerns you raise regarding the approach to displaying fuel economy and environmental information on the redesigned fuel economy labels. Both EPA and NHTSA are committed to ensuring that the redesigned labels, required under the Energy Independence and Security Act of 2007, provide consumers with the necessary information about the fuel economy, consumption, cost, and environmental impact associated with purchasing new vehicles that will allow consumers to make informed vehicle purchasing decisions. Since the proposal includes adding important new elements to the existing labels, as well as creating new labels for advanced technology vehicles, EPA and NHTSA embarked on a comprehensive research program beginning in the fall of 2009. In addition, the Agencies met with numerous stakeholders and experts to solicit a broad spectrum of views and insights as to how the labels might be revised.

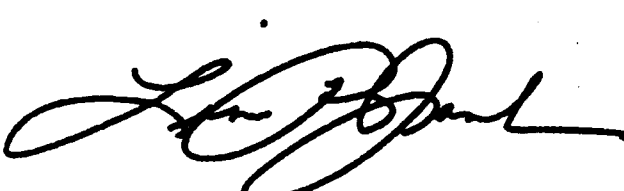
The EPA and NHTSA are committed to broad public participation in the rulemaking. Given the importance of, and public interest in, the proposed new fuel economy labels, we have held two public hearings—in Chicago on October 14, 2010, and in Los Angeles on October 21, 2010, respectively. In addition, we received substantial comments from both private citizens and a broad range of stakeholders that reflect a wide variety of viewpoints. All comments we receive will be carefully considered when finalizing this rulemaking.

A similar response has been sent to each cosigner of your letter. If you have further questions, please contact us. Your staff also may call David McIntosh, Associate Administrator for EPA Congressional and Intergovernmental Relations, at 202-564-0539, or Mr. Ronald L. Medford, NHTSA Deputy Administrator, at 202-366-9700.

Sincerely yours,



Ray LaHood
Secretary
U.S. Department of Transportation



Lisa P. Jackson
Administrator
U.S. Environmental Protection Agency

R5-10-000-1373

Gary C. Peters
MEMBER OF CONGRESS
9TH DISTRICT, MICHIGAN
www.peters.house.gov

Congress of the United States
House of Representatives
Washington, DC 20515

COMMITTEE ON FINANCIAL SERVICES
CAPITAL MARKETS, INSURANCE, AND
GOVERNMENT-SPONSORED ENTERPRISES
INTERNATIONAL MONETARY POLICY AND
TRADE
COMMITTEE ON SCIENCE AND
TECHNOLOGY
TECHNOLOGY AND INNOVATION

January 25, 2010

Bharat Mathur
Acting Regional Administrator
US EPA Region 5
77 W. Jackson Blvd.
Chicago, IL 60604

Re: EPA RFP #OAR-OTA-09-10

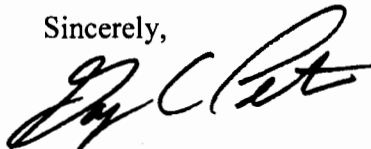
Dear Mr. Mathur,

I am writing in regards to a grant proposal submitted by Rochester Schools on behalf of the Rochester and Avon Schools Coalition under the National Clean Diesel Funding Assistance Program.

This grant award would help reduce school bus idling in the community and around schools and improve the air that our students breathe. In addition, it would reduce fuel consumption by approximately 20,000 gallons of gasoline per year, resulting in significant savings for taxpayers. The grant award would lower the emissions of dangerous emissions, such as fine particulate mater, CO2, and NOx. Finally, the proposal has the added benefit of protecting jobs in Oakland County and in other areas of Michigan, as the products utilized by this grant will be installed using U.S. labor and the idle reduction technologies are manufactured and assembled in Michigan. I feel strongly that this award supports our common goal of environmental stewardship and efficient use of tax dollars.

I urge you to give this application your fullest consideration.

Sincerely,



Gary C. Peters
Member of Congress

RECEIVED

JAN 28 2010

U.S. EPA REGION 5
OFFICE OF REGIONAL ADMINISTRATOR

DISTRICT OFFICE
560 KIRTS BLVD
SUITE #105
TROY, MI 48064
(248) 273-4227
FAX (248) 273-4704

WASHINGTON OFFICE
1130 LONGWORTH HOUSE OFFICE BUILDING
WASHINGTON, DC 20515
(202) 225-5802
FAX (202) 226-2356



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 5
77 WEST JACKSON BOULEVARD
CHICAGO, IL 60604-3590

FEB 03 2010

REPLY TO THE ATTENTION OF:

R-19J

The Honorable Gary C. Peters
House of Representatives
Washington, D.C. 20515

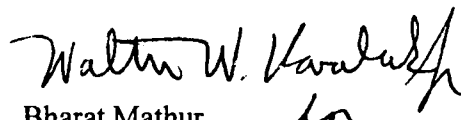
Dear Congressman Peters:

Thank you for your letter dated January 25, 2010, concerning the request for applications under the National Clean Diesel Funding Assistance Program. Your letter expressed support for the grant application submitted by Rochester Schools on behalf of the Rochester and Avon Schools Coalition.

This is a competitive application process to reduce diesel emissions and create and maintain jobs. All applications will be given due consideration with the criteria outlined in the request for applications located at: http://www.epa.gov/air/grants/2009_10_6_final-dera.pdf.

Thank you for your letter and efforts to support clean diesel projects in Michigan. If you have further questions, please contact me or your staff may contact Mary Canavan or Ronna Beckmann, the Region 5 Congressional Liaisons, at (312) 886-3000.

Sincerely,


Bharat Mathur
Acting Regional Administrator